

NACOmatic

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KY Min	Alt#1	-	5
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	I39	-	294
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	K20	-	173
	K22	-	290
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	LEX	-	194
	LOU	-	210
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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ASHLAND, KY

ASHLAND RGNL **RNAV (GPS) Rwy 10¹**
RNAV (GPS) Rwy 28¹
VOR Rwy 10²

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN

CITY RGNL **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES

RGNL TN/VA **ILS or LOC Rwy 5, 900-2¾**
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD **ILS or LOC Rwy 2¹²**
ILS or LOC Rwy 20¹²
RADAR-1³⁴
RNAV (GPS) Rwy 2³⁵
RNAV (GPS) Rwy 15¹⁶
RNAV (GPS) Rwy 20⁵⁷
RNAV (GPS) Rwy 33¹³
VOR Rwy 33¹³

¹NA when control tower closed or when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴NA when control tower closed.

⁵NA when local weather not available.

⁶Category C, 800-2½; Category D, 800-2½.

⁷Categories A,B,C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS
CLARKSVILLE, TN

OUTLAW FIELD **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

Category D, 800-2¾.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY

INTL **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI **RNAV (GPS) Rwy 1**
NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL **RNAV (GPS) Rwy 4¹**
RNAV (GPS) Rwy 22¹
NDB-A²
VOR -A¹
VOR/DME Rwy 4¹

¹NA when local weather not available.

²NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI **RNAV (GPS) Rwy 6**
NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

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ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7

NA when local weather not available.

Category D, 900-2½.

HENDERSON, KY

HENDERSON
CITY-COUNTY RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ILS or LOC Rwy 21
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2

NA when local weather not available.

¹NA when control tower closed.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN
ISLAND LOC Rwy 261
RNAV (GPS) Rwy 262
VOR/DME-B3

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-3.

²Category C, 1000-2½.

³Category A, 900-2; Category B, 1000-2;

Category C, 1000-2½.

MC GHEE-TYSON ILS or LOC Rwy 5L1
ILS or LOC Rwy 23R1
RNAV (GPS) Rwy 23R2
RADAR-13

¹ILS, Category D, 700-2.

²Category D, 800-2½.

³Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ILS or LOC Rwy 4
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ILS or LOC Rwy 61
RNAV (GPS) Rwy 62
RNAV (GPS) Rwy 242
VOR Rwy 62

NA when local weather not available.

¹ILS, LOC, Category C, 900-2½; Category D, 900-2½.

²Category C, 900-2½; Category D, 900-2½.

LOUISVILLE, KY

BOWMAN FIELD RNAV (GPS) Rwy 24
NA when local weather not available.

LOUISVILLE INTL

STANDIFORD FIELD ILS or LOC Rwy 17L1
ILS or LOC Rwy 17R1
ILS or LOC Rwy 35L2
ILS or LOC Rwy 35R2
RNAV (GPS) Rwy 293

¹Categories A,B, 900-2;Category C, 900-2½;
Category D, 900-3.

²Categories A,B, 900-2;Category C, 900-2½;
Category D, 900-2½.

³Category D, 800-2½.

MEMPHIS, TN

MEMPHIS INTL ILS or LOC Rwy 9
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, LOC, Category E, 800-2½.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY RNAV (GPS)-A
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ILS or LOC Rwy 22123
RNAV (GPS) Rwy 434
RNAV (GPS) Rwy 224
VOR/DME or TACAN Rwy 224

¹NA when control tower closed or when local
weather not available.

²NA when local weather not available.

³ILS, Category E, 700-2½.LOC, Category E,
800-2½.

⁴Category E, 800-2½.

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ALTERNATE MINS

M3

NAME ALTERNATE MINIMUMS
MURFREESBORO, TN
MURFREESBORO MUNI **NDB Rwy 21**
NA when local weather not available.

NASHVILLE, TN
JOHN C TUNE **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL **ILS or LOC Rwy 2C¹**
RNAV (GPS) Y Rwy 2L²

¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

²Category D, 800-2½.

OWENSBORO, KY

OWENSBORO-DAVISS
COUNTY **ILS or LOC Rwy 36¹²³**
RNAV (GPS) Rwy 18²⁴
RNAV (GPS) Rwy 23²⁴
RNAV (GPS) Rwy 36²⁴
VOR or GPS Rwy 18¹⁴
VOR Rwy 5¹⁵
VOR Rwy 18¹⁴
VOR Rwy 36²⁴

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category C, 800-2; Category D, 800-2½.

LOC, Category D, 800-2¾.

⁴Category D, 800-2½.

⁵Category C, 800-2½; Category D, 800-2½.

PADUCAH, KY

BARKLEY RGNL **ILS or LOC Rwy 4¹**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.

¹NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL **RNAV (GPS) Rwy 21**
NA when local weather not available.

ROCKWOOD, TN

ROCKWOOD MUNI **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS
SHELBYVILLE, TN
BOMAR FIELD-
SHELBYVILLE MUNI **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹
VOR Rwy 36

NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.

SMYRNA, TN

SMYRNA **ILS Rwy 32¹³**
NDB Rwy 32¹²

RNAV (GPS) Rwy 14²

RNAV (GPS) Rwy 32²

VOR/DME Rwy 14²

VOR/DME Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND
RGNL **ILS or LOC/DME Rwy 5¹**
RNAV (GPS) Y Rwy 5²

RNAV (GPS) Z Rwy 5, 800-2½

RNAV (GPS) Rwy 23³

NA when local weather not available.

¹ILS, Category A, 700-2; Category B, 800-2;

Category C, 800-2½; Category D, 900-2¾.

LOC, Category C, 800-2½; Category D, 900-2¾.

²Category C, 800-2½; Category D, 900-2¾.

³Category C, 800-2½; Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY
COUNTY **RNAV (GPS) Rwy 2¹**
RNAV (GPS) Rwy 20
VOR/DME Rwy 20²

NA when local weather not available.


¹Categories A, B, 1300-2; Categories C, D, 1300-3.

²Category D, 900-3.

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RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)RADAR¹¹ - (E) 134.350x 237.5x 395.9x 258.3x 290.9x  ELEV 572

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
RADAR-1¹³						
ASR	5 ^{1 4 8 10}		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23 ^{5 9 10}		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR¹²	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR ¹⁴	5 ^{1 2 3 4}	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23 ^{2 3 5}	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36 ^{1 3 6 7}	3.0/45/814	ABC	808-1	250	(300-1)

¹Apch not auth when R-3701, R-3702A in use. ²FAF 4.9 miles from threshold. ³Glideslope intercept altitude 2200. ⁴Final approach course 045. ⁵Final approach course 225. ⁶FAF 5.0 miles from threshold. ⁷Final approach course 360. ⁸Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. ⁹Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. ¹⁰FAF 5.0 miles from threshold, minimum altitude 2200. ¹¹Lost Comm: As directed by ATC on initial contact.

¹²Circling NA SE of Rwy 5-23.

Missed Approach:

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

¹³Radar Missed Approach: Climb to 2200 for radar vectors.

¹⁴PAR unavabl Sat-Sun 2300-0700Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR MINS

10126


RADAR INSTRUMENT APPROACH MINIMUMS

CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

LOVELL FIELD

RADAR- 125.1 379.1 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	2		AB	1140 /24	458 (500-½)	C	1140 /40	458 (500-¾)
			D	1140 /50	458 (500-1)			
	20		AB	1260 /24	587 (600-½)	C	1260 /50	587 (600-1)
			D	1260 /60	587 (600-1¼)			
	33		AB	1340 -1	669 (700-1)	C	1340 -1¾	669 (700-1¼)
			D	1340 -2	669 (700-2)			
CIRCLING			AB	1340 -1	658 (700-1)	C	1340 -1¾	658 (700-1¾)
			D	1460 -2½	778 (800-2½)			


When control tower closed, procedure not authorized.

KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

MC GHEE-TYSON


RADAR- 123.9 360.8 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5R		AB	1420 -1	461 (500-1)	C	1420 -1¾	461 (500-1¼)
			D	1420 -1½	461 (500-1½)			
	5L		AB	1420 /24	467 (500-½)	C	1420 /40	467 (500-¾)
			D	1420 /50	467 (500-1)			
	23R		AB	1520 /40	539 (600-¾)	C	1520 /50	539 (600-1)
			D	1520 /60	539 (600-1¼)			
CIRCLING	23L		AB	1520 -1¼	555 (600-1¼)	C	1520 -1½	555 (600-1½)
			D	1520 -1¾	555 (600-1¾)			
			AB	1520 -1¼	539 (600-1¼)	C	1540 -1½	559 (600-1½)
			D	1620 -2	639 (600-2)			
			AB	1520 -1¼	539 (600-1¼)	C	1540 -1½	559 (600-1½)
			D	1620 -2	639 (600-2)			

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA)

ELEV 593

RADAR - (E) 118.1 340.9  NA

ASR	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
	23		COPTER	1060-½	473	(500-½)
	5		COPTER	1100-½	507	(600-½)

SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10126

N2

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 600-2¾ or std. w/ a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1200 before proceeding on course. **Rwy 28**, climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10**, trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/ 979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL.

Rwy 28, trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

NAME TAKE-OFF MINIMUMS

ATHENS, TN

MCMINN COUNTY (MMI)
AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700-3 for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before turning right or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course. **Rwy 20**, climb heading 202° to 1900 before turning left or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/ 1061' MSL. **Rwy 20**, trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

BRISTOL-JOHNSON-KINGSFORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2½ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23**, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2½ or std. with a min. climb of 360' per NM to 1100. **Rwy 33**, 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1400 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2**, train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15**, trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/946' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL.

Rwy 20, Tree 641' from DER, 538' left of centerline, 50' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100' AGL/782' MSL. **Rwy 33**, trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100' AGL/972' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL

(CVG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 9**, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C**, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C**, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R**, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

Rwy 19, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4 NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwy 3, 21**, climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35**, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4**, trees 445' from departure end of runway, 400' left of centerline, 90' AGL/395' MSL.

Rwy 22, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Powerline 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDITION FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

..... Rwy 15, 300-1
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI (GCY)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1½. **Rwy 23**, 300-1½ or std. w/ min. climb of 337' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5**, climb heading 051° to 4100 before turning right. **Rwy 23**, climb heading 231° to 4400 before turning left.

NOTE: **Rwy 5**, trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23**, trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

GREENVILLE, KY

MUHLBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.

Rwys 24, 32, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1½ or std. w/ min. climb of 246' per NM to 1300.

NOTE: **Rwy 2**, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26**, 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.

HUNTINGDON, TN

CARROLL COUNTY

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10266

JACKSBORO, TN
CAMPBELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXX R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXX R-336 southeastbound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY
JULIAN CARROLL

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN
MCKELLAR / SIPES RGNL (MKL)
AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
ORIG 08017 (FAA)

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND (DKX)
AMDT 5 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2½ or std. w/ min. climb of 395' per NM to 1400. **Rwy 26**, 500-2½ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to intercept VXX R-053 to 4100 before proceeding on course. **Rwy 26**, climb heading 245° to intercept VXX R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

NOTE: **Rwy 8**, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26**, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MCGHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
ORIG 09099 (FAA)

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

10266



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



SE-1

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY
(2M2)
ORIG 09099 (FAA)

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN

LEBANON MUNI (M54)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22**, NA-Obstacles. **Rwy 19**, std. w/ min. climb of 285' per NM to 1500, or 1100-2% for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 19**, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.
NOTE: **Rwy 1**, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19**, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEWISBURG, TN

ELLINGTON
TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.
DEPARTURE PROCEDURE: Procedure NA at night.
NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)
AMDT 7 10266 (FAA)

NOTE: **Rwy 4**, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL. Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL. Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL. Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL. **Rwy 9**, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL. Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL. **Rwy 22**, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL. Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL. Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL. **Rwy 27**, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.
NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.
NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1 3/4 or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min. climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (210)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.



MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL.
Rwy 36, tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 1/2 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 1/4 or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A.

THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.



MORRISTOWN, TN

MOORE-MURRELL (MOR)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXX VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23**, climb heading 233° and VXX VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5**, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windssock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.

Rwy 23, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY
(IOB)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3**, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21**, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)
ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)
AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: climb heading 184° to 1400 before turning right.

NOTE: **Rwy 18**, trees beginning 194' from DER, 110' left of centerline to 133' right of centerline, up to 87' AGL/706' MSL. Building 655' from DER, 305' left of centerline, up to 18' AGL/637' MSL. **Rwy 36**, trees beginning 31' from DER, 97' left of centerline to 105' right of centerline, up to 100' AGL/709' MSL.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

**ONEIDA, TN****SCOTT MUNI**

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY**OWENSBORO-DAVIESS COUNTY (OWB)****AMDT 4 08297 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY**BARKLEY RGNL**

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN**HENRY COUNTY (PHT)****ORIG 10070 (FAA)**

NOTE: **Rwy 2**, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20**, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY**PIKE COUNTY-HATCHER FIELD (PBX)****ORIG 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN**PORTLAND MUNI**

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY**BIG SANDY RGNL**

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN**ABERNATHY FIELD**

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34**, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.



**RICHMOND, KY**

MADISON (I39)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/ min. climb of 229' per NM to 1300, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1900 before turning left.

NOTE: **Rwy 18**, trees beginning 272' from DER, 230' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 579' from DER, 105' left of centerline up to 100' AGL/1119' MSL. **Rwy 36**, trees beginning 6' from DER, 276' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 105' from DER, 463' right of centerline up to 49' AGL/1009' MSL. Vehicle on road beginning 156' from DER left and right of centerline up to 15' AGL/984' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD),

CLARKSVILLE, TN AMDT 1A, 10126

Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.





SOMERSET, KY

LAKE CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23**, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN

FAYETTE COUNTY

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' left of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON-SPRINGFIELD

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY

STURGIS MUNI (TWT)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2½ or std. w/ min. climb of 280' per NM to 800.

NOTE: **Rwy 18**, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36**, trees beginning 1.5 NM from DER, 1240' left of centerline, up to 100' AGL/689' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

ORIG 08101 (FAA)

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN

HUMPHREYS COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1½ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.



ADDINGTON FLD (See ELIZABETHTOWN)

AIRBE N36°44.22' W87°24.83' NOTAM FILE HOP.
NDB (HW/LOM) 273 FK 225° 5.4 NM to Campbell AAF.

ST LOUIS
 L-161

ASHLAND RGNL (DWU) 6 NW UTC-5(-4DT) N38°33.27' W82°44.28'

546 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 10-28: H5602X100 (ASPH) S-51, D-65, 2S-82, 2D-105 MIRL

RWY 10: REIL. PAPI(P2L)—GA 4.0°TCH 53'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 4.0°TCH 61'. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar 1300-2300Z†. ACTIVATE MIRL Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF. Ldg fee waived with fuel purchase. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 132.425 (606)836-2682.

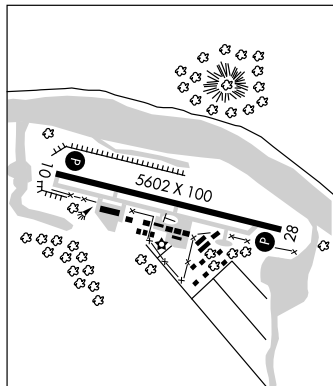
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'
 W82°58.70' 120° 12.5 NM to fld. 1040/05W.



CINCINNATI
 H-10G, L-26G
 IAP

BARDSTOWN**SAMUELS FLD** (BRY) 2 W UTC-5(-4DT) N37°48.86' W85°29.98'

669 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 02-20: H5003X75 (ASPH) S-18 MIRL 0.7% up N

RWY 02: REIL. PAPI (P4L)—GA 3.5°TCH 37'. Trees.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Extensive glider activity on weekends. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20 and REIL Rwy 02 and Rwy 20—CTAF.

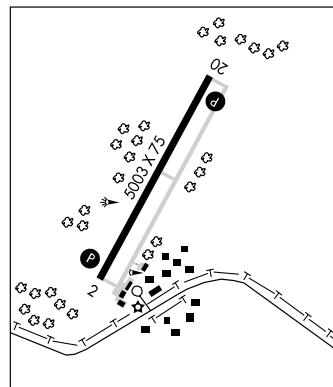
WEATHER DATA SOURCES: AWOS-3 119.925 (502)348-1867.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **LOUISVILLE APP/DEP CON** 132.075(E) 123.675(W)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
 W85°40.55' 036° 13.8 NM to fld. 960/01E.



ST LOUIS
 H-5E, 10F, L-26F
 IAP

BARKLEY RGNL (See PADUCAH)**BEAVER CREEK** N37°01.05' W86°00.55' NOTAM FILE LOU.

NDB (MHW) 260 BVQ 074° 2.9 NM to Glasgow Muni.

ST LOUIS
 L-16J

BIG SANDY RGNL (See PRESTONBURG)**BLAYD** N37°59.22' W84°39.63' NOTAM FILE LEX.

NDB (MHW/LOM) 242 LE 045° 3.9 NM to Blue Grass.

CINCINNATI
 L-26F, 27E

BLUE GRASS (See LEXINGTON)

APP CRS	Rwy Idg	5602
103°	TDZE	546
	Apt Elev	546

RNAV (GPS) RWY 10

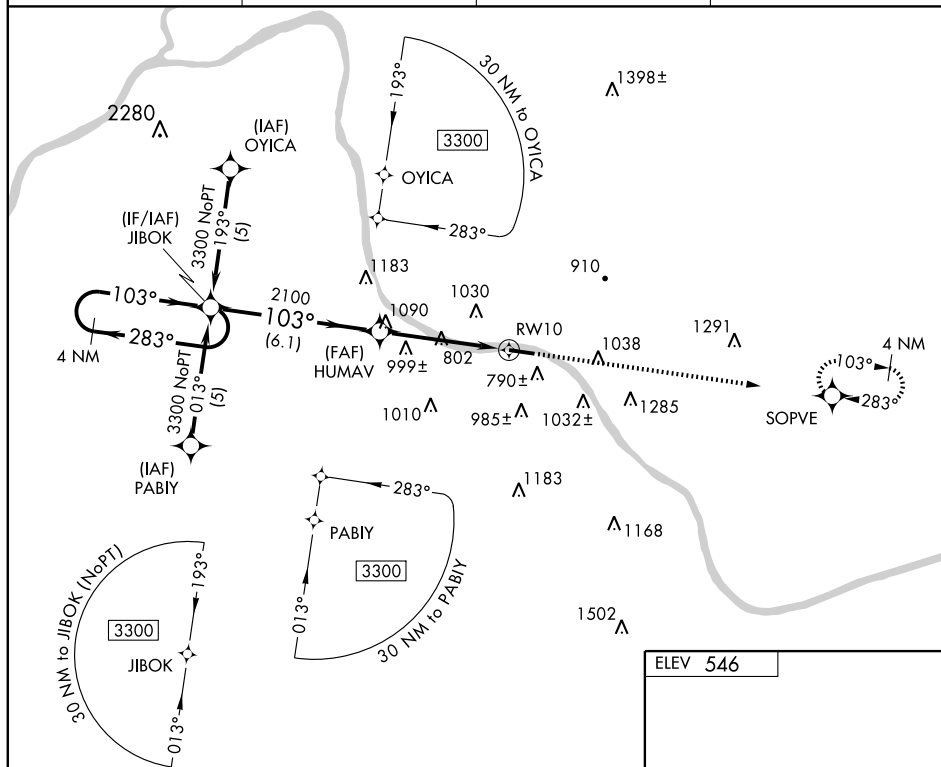

ASHLAND RGNL (DWU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV Cat. B, C, D and Circling Cat. C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct SOPVE and hold.

AWOS-3
132.425

HUNTINGTON APP CON
128.4 270.1

CLNC DEL
121.7UNICOM
122.8 (CTAF) 

SE-1. 21 OCT 2010 to 18 NOV 2010

4 NM
Holding Pattern

JIBOK

3300 ← 283°
103°—

VGSI and descent
angles not coincident.

HUMAV

3300

SOPVF

103° to

/

7

TD7E

546

675

MIRI $P_{\text{W}}/P_{\text{W},0}$

REIL Rwy

A

JAV

— — —

ASHLAND, KENTUCKY
Orig 09015

38° 33'N-82° 44'W

ASHLAND RGNL (DWU)

RNAV (GPS) RWY 10

APP CRS **283°**
 Rwy Idg **5602**
 TDZE **546**
 Apt Elev **546**

RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV and Circling Cat C, D visibility ¼ mile.

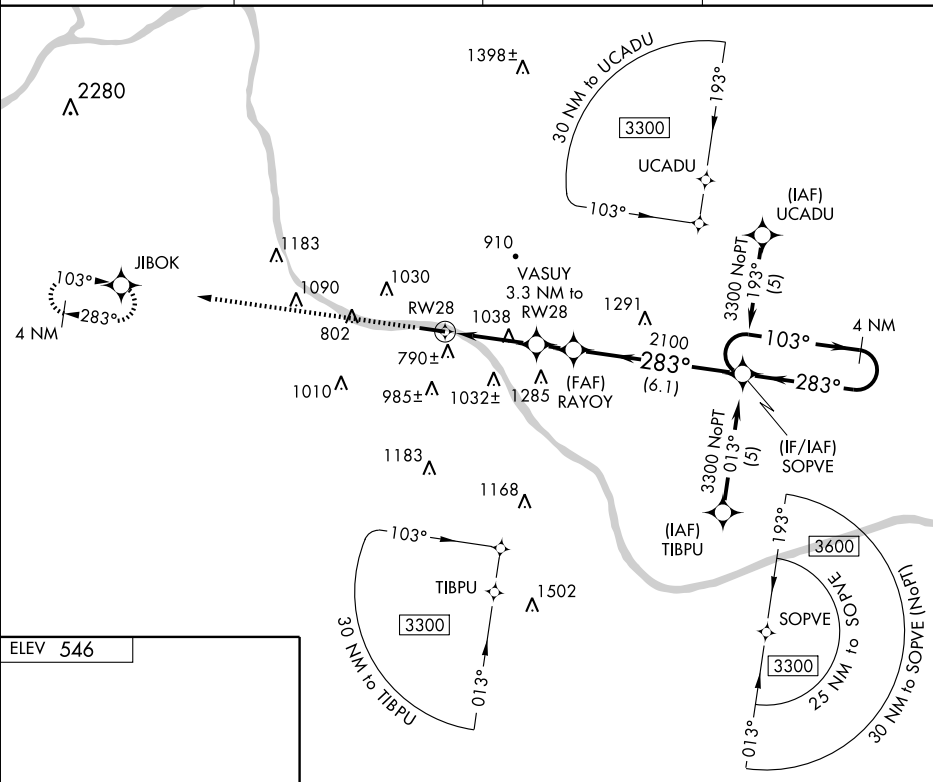
MISSED APPROACH: Climb to 3300 direct JIBOK and hold.

AWOS-3
132.425

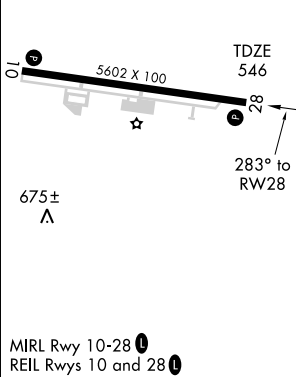
HUNTINGTON APP CON
128.4 270.1

CINC DEL
121.7

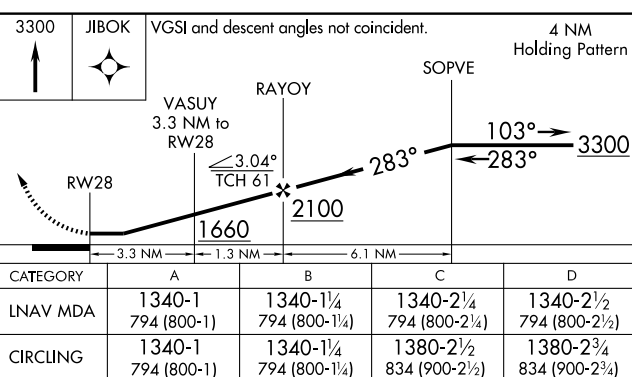
UNICOM
122.8 (CTAF) 0



ELEV 546



MIRL Rwy 10-28 0
 REIL Rwy 10 and 28 0



ADDINGTON FLD (See ELIZABETHTOWN)

AIRBE N36°44.22' W87°24.83' NOTAM FILE HOP.
NDB (HW/LOM) 273 FK 225° 5.4 NM to Campbell AAF.

ST LOUIS
 L-161

ASHLAND RGNL (DWU) 6 NW UTC-5(-4DT) N38°33.27' W82°44.28'

546 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 10-28: H5602X100 (ASPH) S-51, D-65, 2S-82, 2D-105 MIRL

RWY 10: REIL. PAPI(P2L)—GA 4.0°TCH 53'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 4.0°TCH 61'. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar 1300-2300Z†. ACTIVATE MIRL Rwy 10-28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF. Ldg fee waived with fuel purchase. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 132.425 (606)836-2682.

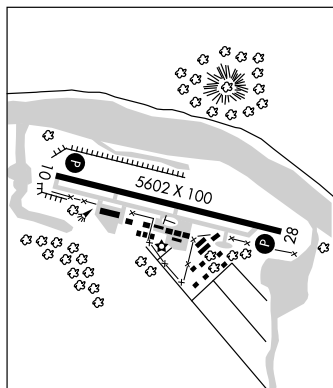
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 121.7

AIRSPACE: TRSA svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'
 W82°58.70' 120° 12.5 NM to fld. 1040/05W.



CINCINNATI
 H-10G, L-26G
 IAP

BARDSTOWN**SAMUELS FLD** (BRY) 2 W UTC-5(-4DT) N37°48.86' W85°29.98'

669 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 02-20: H5003X75 (ASPH) S-18 MIRL 0.7% up N

RWY 02: REIL. PAPI (P4L)—GA 3.5°TCH 37'. Trees.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Extensive glider activity on weekends. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20 and REIL Rwy 02 and Rwy 20—CTAF.

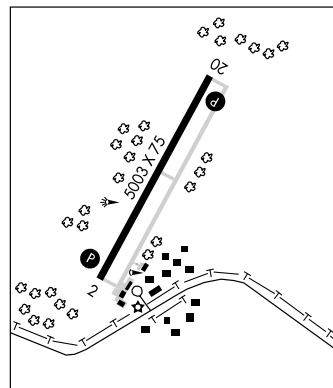
WEATHER DATA SOURCES: AWOS-3 119.925 (502)348-1867.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **LOUISVILLE APP/DEP CON** 132.075(E) 123.675(W)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
 W85°40.55' 036° 13.8 NM to fld. 960/01E.



ST LOUIS
 H-5E, 10F, L-26F
 IAP

BARKLEY RGNL (See PADUCAH)**BEAVER CREEK** N37°01.05' W86°00.55' NOTAM FILE LOU.

NDB (MHW) 260 BVQ 074° 2.9 NM to Glasgow Muni.

ST LOUIS
 L-16J

BIG SANDY RGNL (See PRESTONBURG)**BLAYD** N37°59.22' W84°39.63' NOTAM FILE LEX.

NDB (MHW/LOM) 242 LE 045° 3.9 NM to Blue Grass.

CINCINNATI
 L-26F, 27E

BLUE GRASS (See LEXINGTON)

APP CRS	Rwy Idg	5003
025°	TDZE	654
	Apt Elev	669

RNAV (GPS) RWY 2

BARDSTOWN/ SAMUELS FIELD (BRY)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting and increase all MDA 80 feet, increase LNAV Cats C/D visibility ¼ mile increase Circling Cats C/D visibility ¼ mile.

△ NA

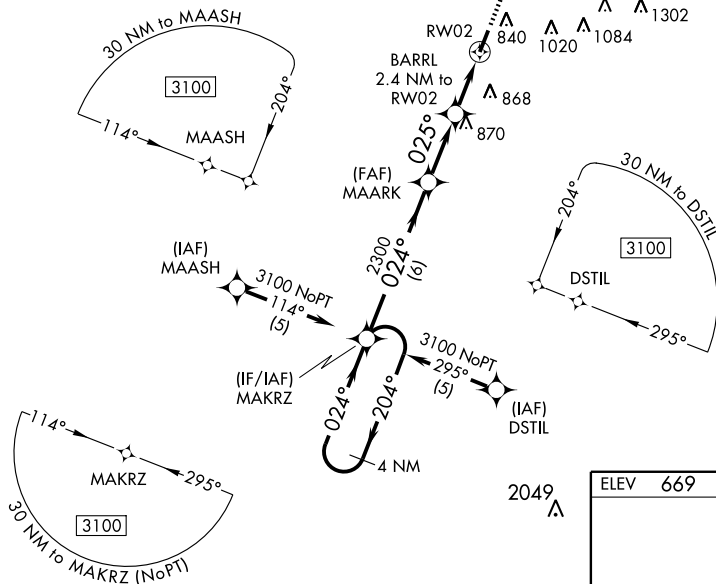
MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

AWOS-3
119.925

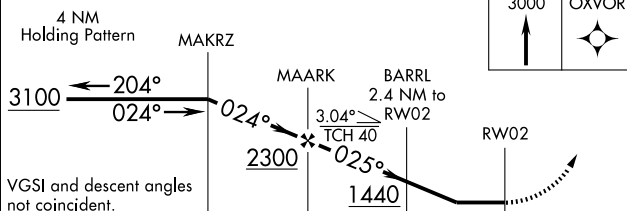
LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

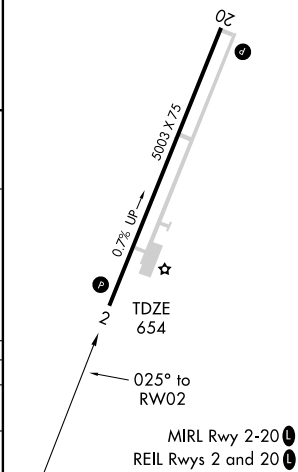


ELEV 669



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)



WAAS CH 77816 W20A	APP CRS 205°	Rwy Idg 5003 TDZE 669 Apt Elev 669
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RNAV (GPS) RWY 20

BARDSTOWN/ SAMUELS FIELD (BRY)

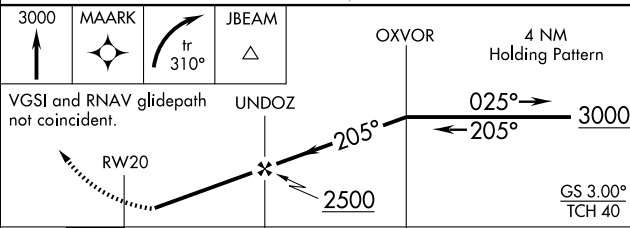
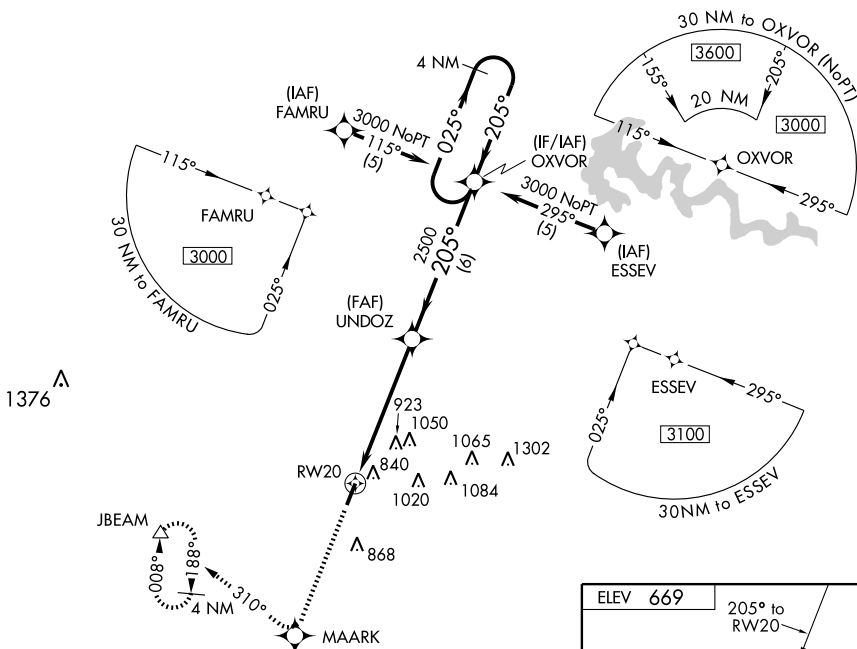
⚠ Baro-VNAV NA when using Louisville Intl-Standford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting and increase LPV DA 80 feet, LNAV/VNAV DA 183 feet and all MDA 80 feet and increase LPV all Cats visibilities, LNAV Cat D visibility, and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats visibilities ¾ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct MAARK and right turn via track 310° to JBEAM and hold, continue climb-in-hold to 3000.

AWOS-3
119.925

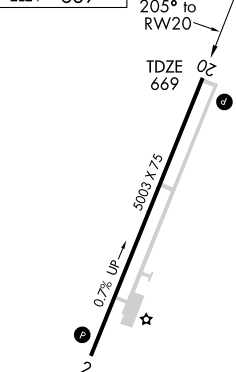
LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1005-1¼ 336 (400-1¼)			
LNAV/VNAV DA	1250-2 581 (600-2)			
LNAV MDA	1180-1 511 (600-1)		1180-1½ 511 (600-1½)	
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

ELEV **669**



REIL Rwy 2 and 20 **0**
MIRL Rwy 2-20 **0**

VOR/DME EWO 110.8 Chan 45	APP CRS 036°	Rwy Idg TDZE Apt Elev N/A N/A 669
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VOR/DME-A

BARDSTOWN/SAMUELS FIELD (BRY)



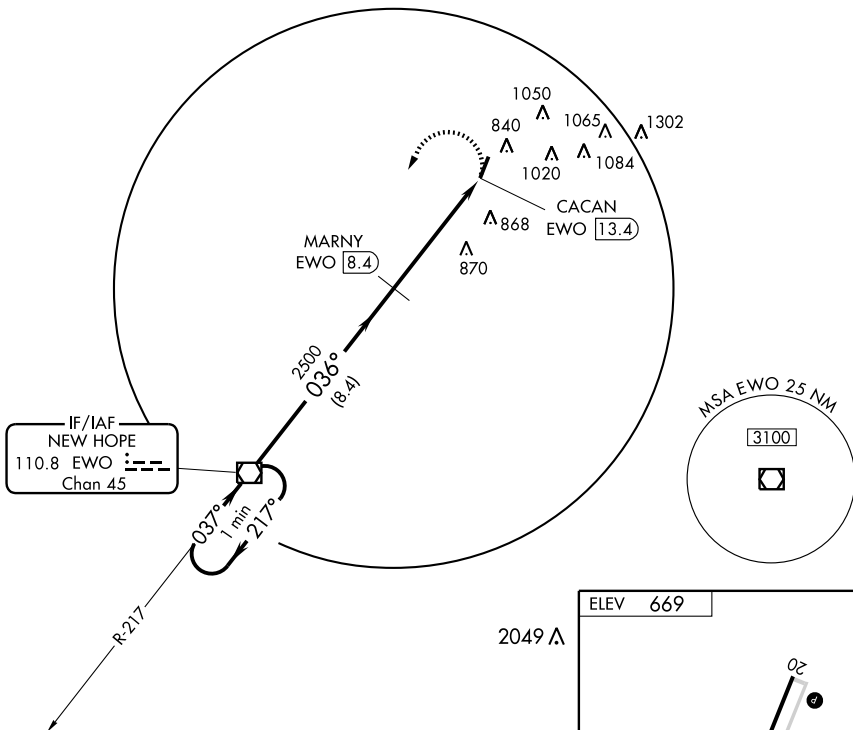
When local altimeter setting not received, use Louisville Intl
altimeter setting and increase all MDAs 80 feet, increase
Cat C visibility $\frac{1}{2}$ mile and Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to
2500 direct EWO VOR/DME and hold.

AWOS-3
119.925

LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF) 0



ELEV 669

2049 A

One Minute
Holding Pattern

VOR/DME

MARNY
EWO 8.4

2500

EWO

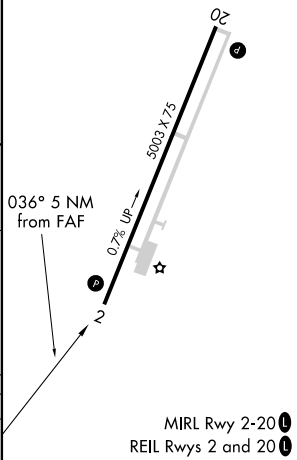
2500 ← 217°
037° → 036°

2500

CACAN
EWO 13.4

036° 5 NM
from FAF

CATEGORY	A	B	C	D
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)



MRL Rwy 2-20 0

REIL Rwy 2 and 20 0

BOWLING GREEN N36°55.73' W86°26.61' NOTAM FILE BWG.

ST LOUIS

(H) VORTACW 117.9 BWG Chan 126 026° 2.4 NM to Bowling Green—Warren
Co Rgnl. 565/02E.

H-5E, 6I, 9A, L-16J

VOR unusable 152°–179° byd 30 NM blo 6500', 330°–350° byd 20 NM blo 3000'.

BOWLING GREEN—WARREN CO RGNL (BWG) 2 SE UTC-6(-5DT) N36°57.87' W86°25.18'

ST LOUIS

547 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE BWG

H-5E, 9A, L-16J

RWY 03-21: H6500X150 (ASPH) S-25, D-38, 2D-60 HIRL 0.4% up SW IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0°. RWY 21: REIL. PAPI(P4L)—GA 3.0°.

RWY 12-30: H3955X150 (ASPH) S-25, D-38, 2D-60 MIRL

RWY 12: Post. RWY 30: Thld dsplcd 349'. Road.

AIRPORT REMARKS: 24 hr PPR for air carrier ops with more than 30 passenger seats; call arpt manager 270-842-1101. Be alert for large numbers of birds on and invof arpt. ACTIVATE HIRL Rwy 03-21, REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 127.825 (270) 843-8136.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.4 122.2 (LOUISVILLE RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 133.85

AIRSPACE: CLASS E continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

(H) VORTACW 117.9 BWG Chan 126 N36°55.73' W86°26.61' 026° 2.4 NM to fld. 565/02E.

NOORA NDB (LOM) 236 BW N36°52.80' W86°28.90' 032° 5.9 NM to fld. LOM unusable byd 10 NM.

ILS 108.75 I-BWG Rwy 03. Class IB. LOM NOORA NDB. GS unusable byd 6° either side of LOC course.

COMM/NAV/WEATHER REMARKS: IFR clearances to be canceled on 122.4 Louisville FSS.

BOWMAN FLD (See LOUISVILLE)**BRECKINRIDGE CO** (See HARDINSBURG)**BRIDL** N38°07.47' W84°30.42' NOTAM FILE LEX.

CINCINNATI

NDB (LOM) 340 GN 226° 7.1 NM to Blue Grass. L-26G, 27E

CADIZ**LAKE BARKLEY STATE PARK** (1M9) 4 SW UTC-6(-5DT) N36°49.06' W87°54.45'

ST LOUIS

570 B NOTAM FILE LOU L-16I

RWY 02-20: H4800X100 (ASPH) S-30 MIRL

RWY 02: REIL. VASI(V2L)—GA 3.0°TCH 48'. Trees.

RWY 20: REIL. VASI(V2L)—GA 3.0°TCH 41'. Trees.

AIRPORT REMARKS: Unattended. MRL Rwy 02-20 preset med ints dusk-dawn; to increase ints ACTIVATE—123.0. Rwy 02 and Rwy 20 REILs out of svc indef.

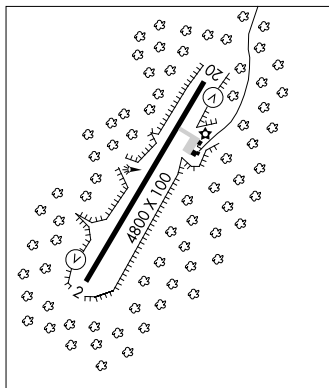
WEATHER DATA SOURCES: AWOS-3 119.025 (270) 924-5916.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (T) VOR/DME 110.6 CKV Chan 43 N36°37.32'

W87°24.76' 297° 26.6 NM to fld. 540/01W.



LOC I-BWG	APP CRS	Rwy Idg	6500
108.75	032°	TDZE	547
		Apt Elev	547

ILS RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)



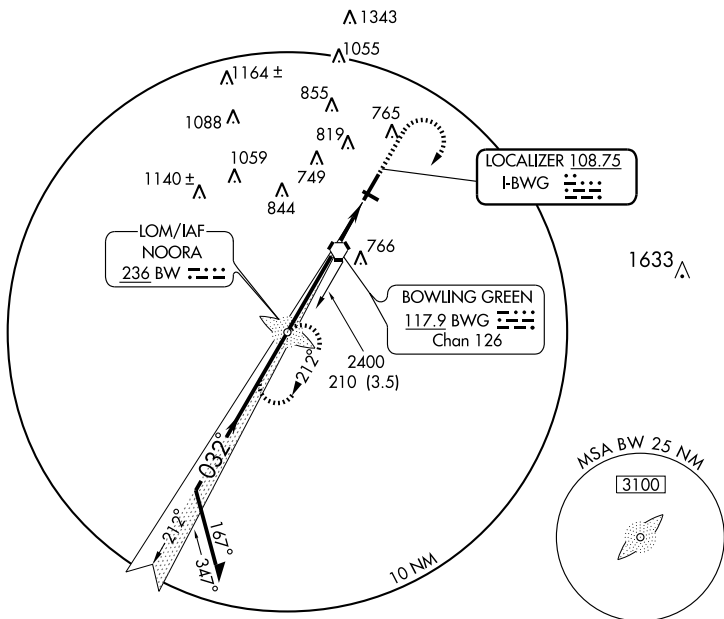
ADF REQUIRED

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

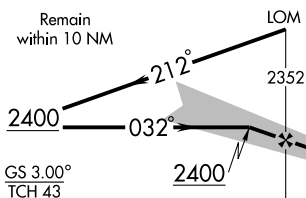
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0



Remain
within 10 NM



2000

2400



BWG
2

5.4 NM

CATEGORY	A	B	C	D
S-ILS 3	747-3/4 200 (200-3/4)			
S-LOC 3	960-1	413 (500-1)	960-1 1/4	413 (500-1 1/4)
CIRCLING	1000-1	1140-1	1140-1 1/2	1140-2
	453 (500-1)	593 (600-1)	593 (600-1 1/2)	593 (600-2)

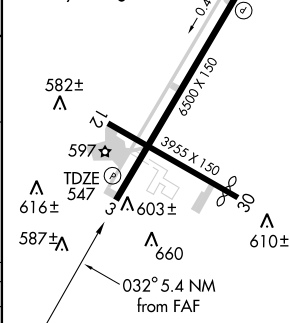
ELEV 547

Rwy 30 Idg 3606'

REIL Rwy 3 and 21

MIRL Rwy 12-30

HIRL Rwy 3-21



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

BOWLING GREEN, KENTUCKY

Orig-A 07298

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

36° 58'N-86° 25'W

ILS RWY 3

LOM BW 236	APP CRS 032°	Rwy ldg TDZE Apt Elev	6500 547 547
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NDB RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

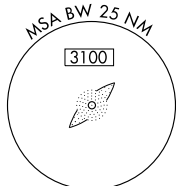
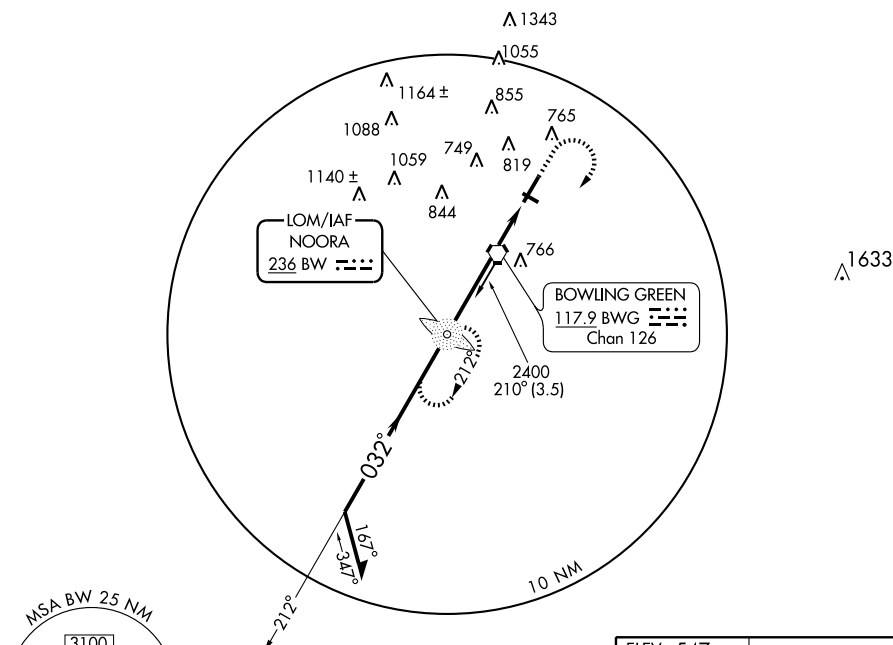


MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

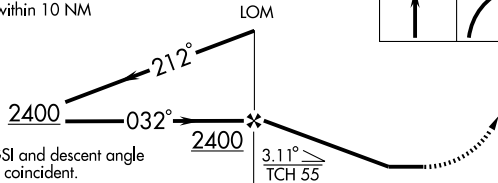
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0



Remain
within 10 NM



VGSI and descent angle
not coincident.

CATEGORY	A	B	C	D
S-3	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-2 573 (600-2)

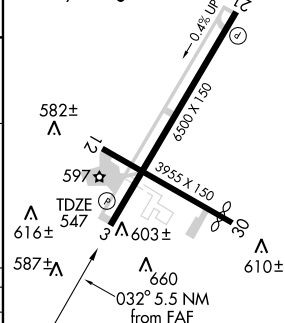
ELEV 547

Rwy 30 ldg 3606'

REIL Rwy 3 and 21

MIRL Rwy 12-30

HIRL Rwy 3-21



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

BOWLING GREEN, KENTUCKY

Amdt 1 07354

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

36° 58'N-86° 25'W

NDB RWY 3

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69510 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	6500 547 547
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RNAV (GPS) RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

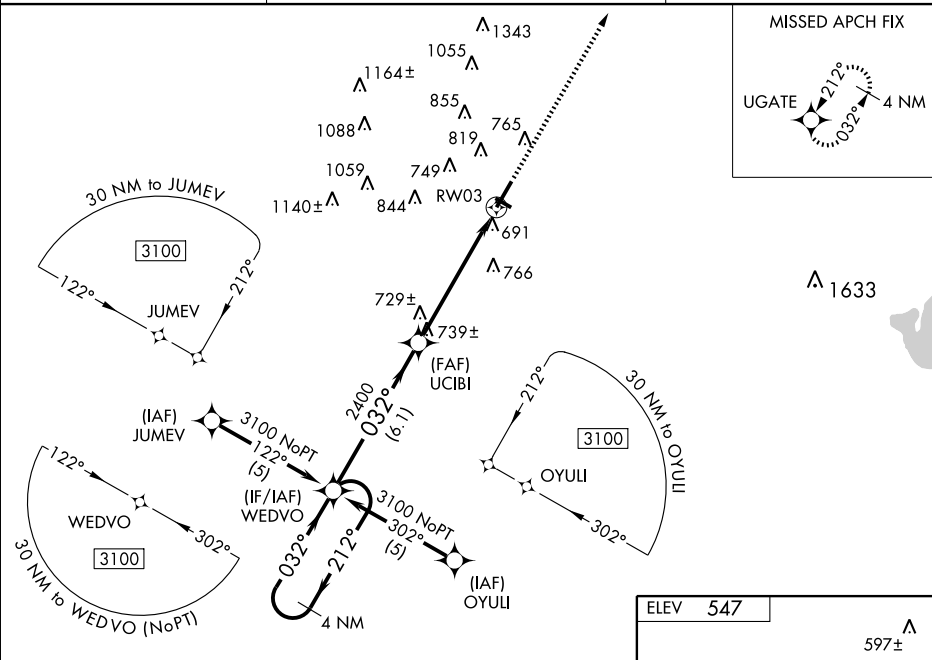
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C and D ½ mile and Circling Cat. C ¼ mile. VDP NA when using Glasgow altimeter setting.

MISSED APPROACH:
Climb to 3100 direct
UGATE and hold.

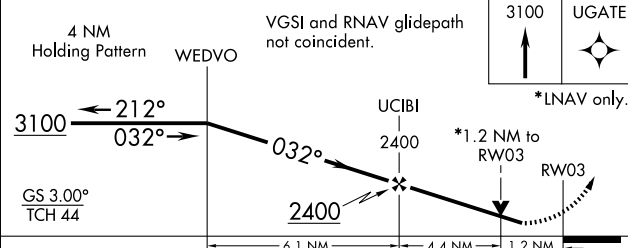
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

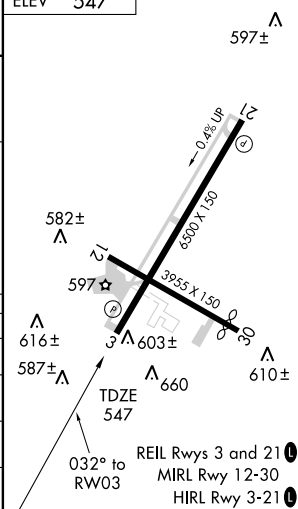
CTAF
123.00



ELEV **547**



CATEGORY	A	B	C	D
LPV DA	797-3/4 250 (300-3/4)			
LNAV/VNAV DA	974-1 1/2 427 (500-1 1/2)			
LNAV MDA	980-1	433 (500-1)	980-1 1/4	980-1 1/2
			433 (500-1 1/4)	433 (500-1 1/2)
CIRCLING	1000-1	1120-1	1120-1 1/2	1120-2
	453 (500-1)	573 (600-1)	573 (600-1 1/2)	573 (600-2)



BOWLING GREEN, KENTUCKY

Orig 09015

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

36° 58'N - 86° 25'W

RNAV (GPS) RWY 3

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 57907 W21A	APP CRS 212°	Rwy Idg TDZE Apt Elev	6500 522 547
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RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

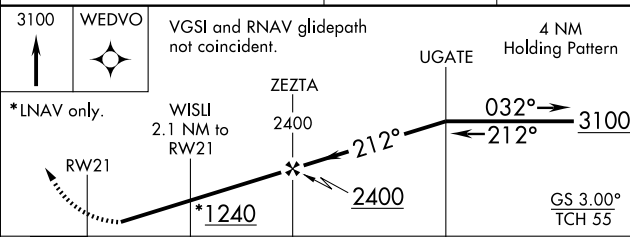
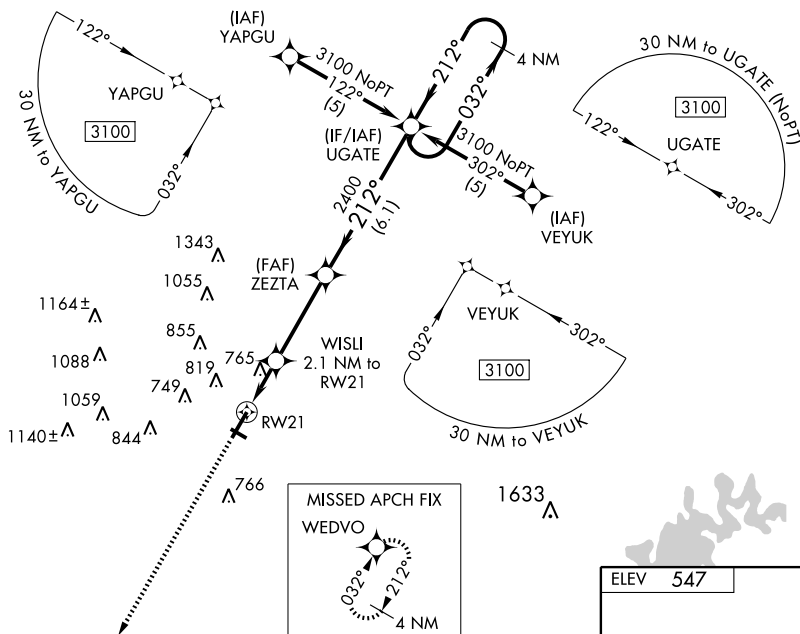
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ¼ mile, LNAV Cat. C and D ½ mile, and Circling Cat. C ¼ mile.

MISSED APPROACH:
Climb to 3100 direct
WEDVO and hold.

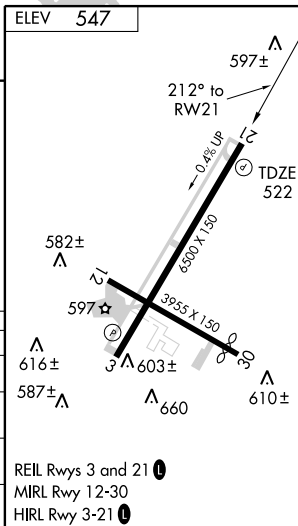
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.00



CATEGORY	A	B	C	D
LPV DA	871-1¼		349 (400-1¼)	
LNAV/VNAV DA	1071-2		549 (600-2)	
LNAV MDA	1020-1	498 (500-1)	1020-1¼	1020-1½
			498 (500-1¼)	498 (500-1½)
CIRCLING	1020-1	1120-1	1120-1½	1120-2
	473 (500-1)	573 (600-1)	573 (600-1½)	573 (600-2)



VORTAC BWG 117.9 Chan 126	APP CRS 024°	Rwy Idg TDZE Apt Elev N/A N/A 547
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VOR-A

BOWLING GREEN-WARREN COUNTY RGNL (BWG)



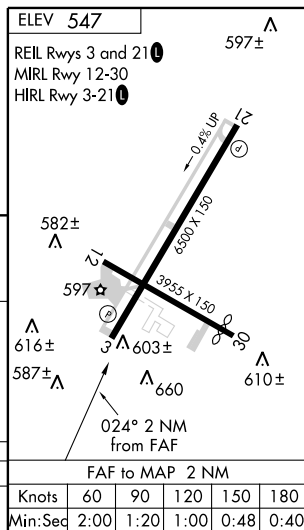
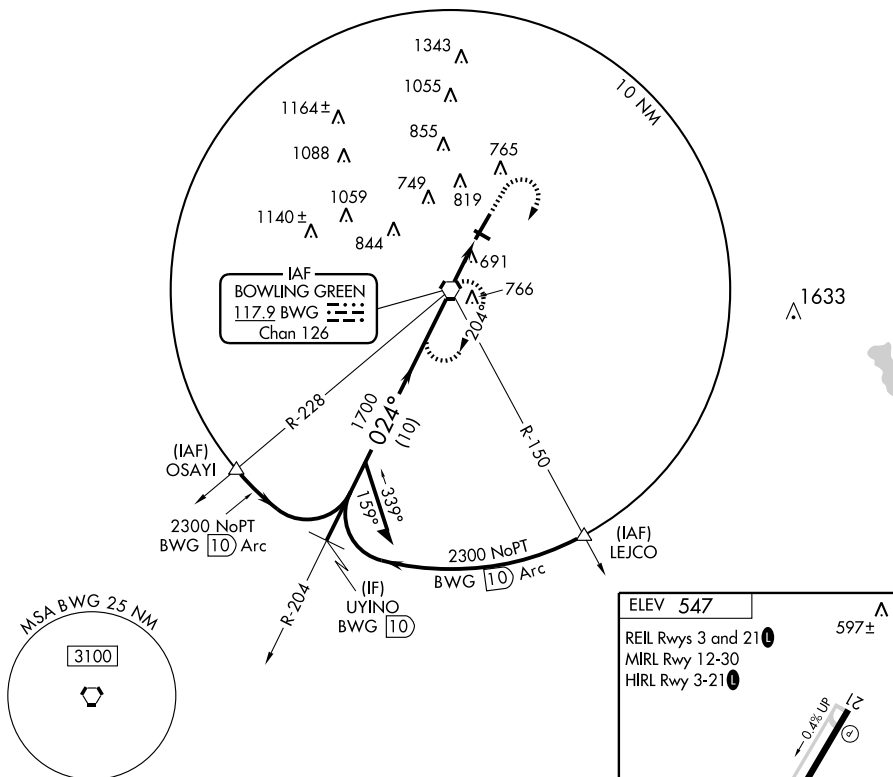
When local altimeter setting not received use Glasgow
altimeter setting and increase all MDA 80 feet and
Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then
right turn direct BWG VORTAC and hold.

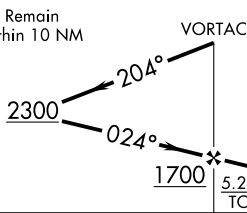
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0 0



Remain
within 10 NM



2400



BWG
117.9

BWG

2

5.21° TCH 45

2 NM

CATEGORY	A	B	C	D
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

VORTAC BWG <u>117.9</u> Chan 126	APP CRS 206°	Rwy Idg 6500 TDZE 522 Apt Elev 547
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VOR/DME RWY 21
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

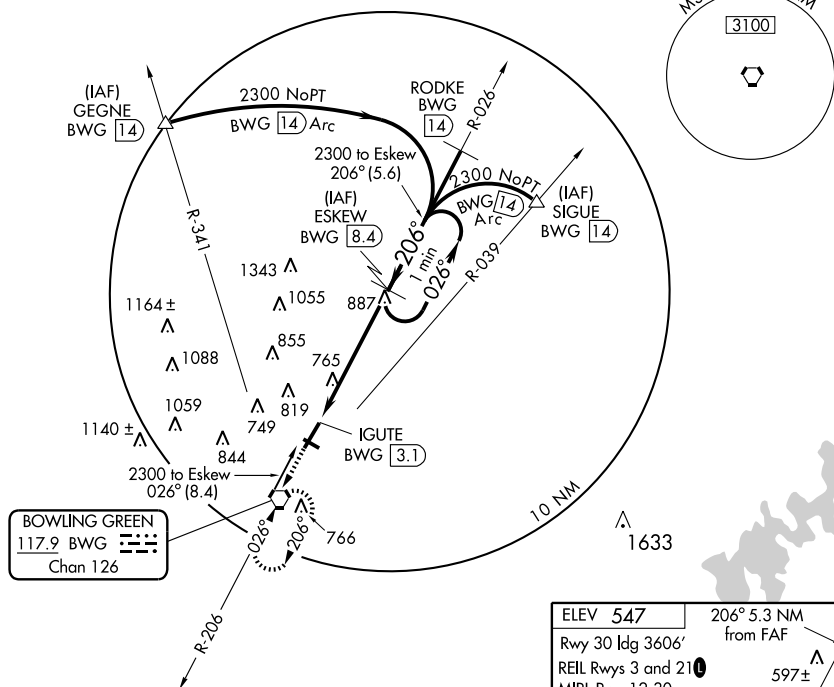


MISSED APPROACH: Climb to 2300 direct BWG VORTAC and hold.

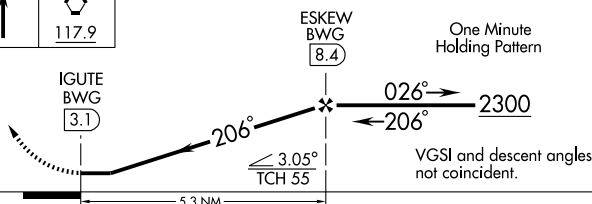
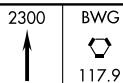
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

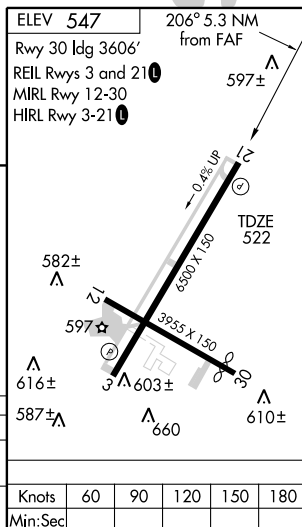
CTAF
123.0 **L**



SE-1. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-21	1140-1	618 (600-1)	1140-1 ³ / ₄ 618 (600-1 ³ / ₄)	1140-2 618 (600-2)
CIRCLING	1140-1	593 (600-1)	1140-1 ³ / ₄ 593 (600-1 ³ / ₄)	1140-2 593 (600-2)



BOWLING GREEN, KENTUCKY
Amdt 8A 07298

BOWLING GREEN-WARREN COUNTY RGNL (BWG)
36° 58'N-86° 25'W VOP/DME RWY 21

VOR/DME RWY 21

CAMPBELL AAF (FORT CAMPBELL) (HOP)(KHOP) A (AF) 2 NW UTC-6(-5DT)

N36°40.34' W87°29.55'

573 B TPA—See Remarks AOE Class I, ARFF Index A NOTAM FILE LOU Not insp.

RWY 05-23: H11826X200 (ASPH) PCN 120 F/A/W/T HIRL

RWY 05: Thld dsplcd 896'. RWY 23: SALS. Rgt tfc.

RWY 18-36: H4500X150 (ASPH) PCN 11 F/B/W/T

MILITARY SERVICE: IASU 3(M-32A-86) 3(AM32-95) 1(MC-2A) FUEL J8 OIL O-123-128-148-156 SP.

MILITARY REMARKS: See FLIP AP/1 Fit Hazard and Supplementary Arpt Remark. **RSTD** PPR civilian acft. **CAUTION** R3701 and small arms range 1000 yd dep end Rwy 23. Twy lgt between twy feeder to Rwy 05 and Rwy 36 are NSTD (white), do not confuse with rwy lgt. Deer hazard. Parachuting activities/exercises. **TFC PAT** TPA—Rotary wing 1300(727), fixed wing Category A, B 1600(1027), Category C, D, E, 2100(1527), overhead 2600(2027). **CSTMS/AG/IMG** Avbl 72 hr prior notice rqr military acft only, DSN 635-7146. **MISC** No fixed wing parking on freedom ramp. No hanger transient acft. Base OPS 24 hr DSN 635-7146/7147, C270-798-7146/47. 24 hr wx observation and forecast svc.

COMMUNICATIONS: SFA ATIS 125.175 308.4 PTD 130.65 142.9 230.1 (VIP arr ctc 30 min prior to ldg.)

① APP CON 118.1 134.35X 269.525 307.025

TOWER 120.9 278.8 GND CON 121.8 266.8 CLNC DEL 138.8 DEP CON 118.1 269.525

EAGLE CON 139.9 (Opr 24 hour. Ctc prior to entry R3701, R3702—139.0 139.9 285.652.)

PMSV METRO 343.3. (Full svc during forecast hr. Poor reception from 200°-260° byd 55 NM.)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

SCREAMING EAGLE (L) TACAN Chan 96 HXW (114.9) N36°40.54' W87°29.70' at fld. 572/1W. OTS indef.

AIRBE NDB (HW/LOM) 273 FK N36°44.22' W87°24.83' 227° 5.7 NM to fld. NOTAM FILE HOP.

ILS 111.9 I-FKP Rwy 23. LOM AIRBE NDB.

ASR/PAR Unavbl Sat-Sun 2300-0700Z†.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.**CAMPBELLSVILLE****TAYLOR CO** (AAS) 2 NE UTC-5(-4DT) N37°21.50' W85°18.57'

921 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 05-23: H5003X75 (ASPH) S-30 MIRL 1.0% up NE

RWY 05: REIL. PAPI(P4L)—GA 3.50° TCH 39'. Road.

RWY 23: REIL. PAPI(P4L)—GA 3.25° TCH 37'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. For arpt attendant after hrs call 270-789-1951. For fuel call 270-403-4135 or 270-469-0133. Fuel avbl after hrs with credit card. MIRL Rwy 05-23 preset on low ints; to increase ints and ACTIVATE REIL Rws 05 and 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (270) 789-1985.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① INDIANAPOLIS CENTER APP/DEP CON 121.175

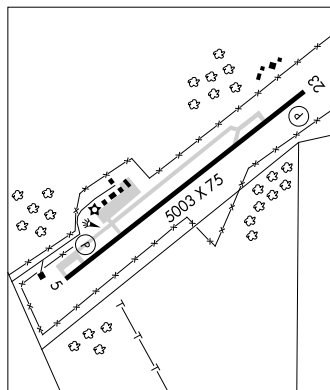
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'

W85°40.55' 132° 24 NM to fld. 960/01E.

NDB (MHW) 272 TYC N37°24.11' W85°14.62' 232° 4.1 NM to fld. NDB unmonitored 2200-1300Z†.

SDF 111.1 I-AAS Rwy 23. SDF unmonitored 2200-1300Z†.

**CAPITAL CITY** (See FRANKFORT)**CENTRAL CITY** N37°22.95' W87°15.82' NOTAM FILE LOU.

(L) VORTAC 109.8 CCT Chan 35 257° 6.7 NM to Madisonville Muni. 450/01W.

RCO 122.1R 109.8T (LOUISVILLE RADIO)

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON)**COLUMBIA-ADAIR CO.** (I96) 2 SW UTC-6(-5DT) N37°05.12' W85°20.83'

818 B FUEL 100LL NOTAM FILE LOU

RWY 08-26: H2600X60 (ASPH-AFSC) S-12 MIRL

RWY 08: Trees. RWY 26: SAVASI(S2L)—GA 4.0° TCH 31'. Trees.

AIRPORT REMARKS: Unattended. 24 hr credit card svc avbl for fuel. ACTIVATE MIRL Rwy 08-26 and SAVASI Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

ST LOUIS

H-6K, 9A, L-161

DIAP, AD

ST LOUIS

H-5E, 10F, L-26F

IAP

ST LOUIS

L-161

ST LOUIS

APP CRS	Rwy Idg	5003
052°	TDZE	903
	Apt Elev	921

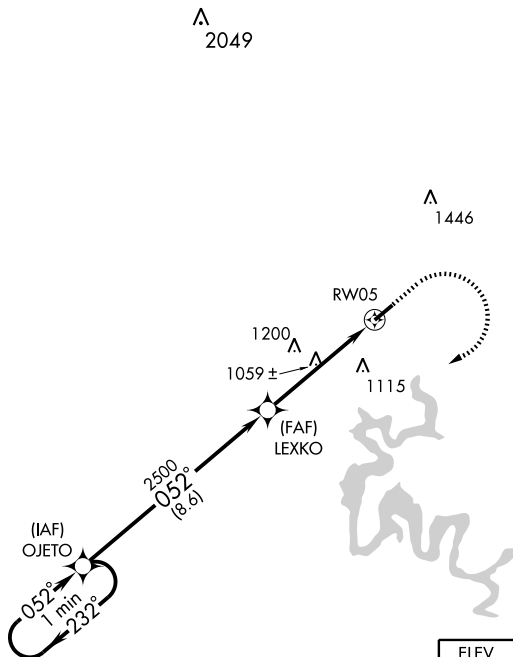
▲ NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OJETO WP and hold.

AWOS-3
121.125

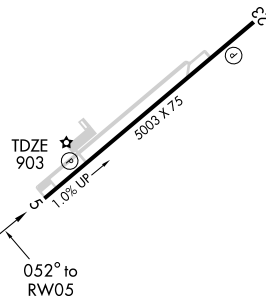
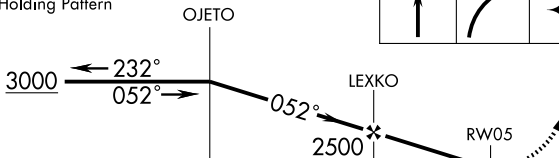
INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF) ①



ELEV **921**

One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-5	1400-1 497 (500-1)	1400-1 497 (500-1)	1400-1 497 (500-1)	1400-1 497 (500-1)
CIRCLING	1400-1 479 (500-1)	1400-1 479 (500-1)	1400-1 479 (500-1)	1400-1 479 (500-1)

MIRL Rwy 5-23 ①
REIL Rwy 5 and 23 ①

NDB TYC 272	APP CRS 232°	Rwy Idg TDZE Apt Elev	5003 921 921
-----------------------	------------------------	-----------------------------	---

NDB or GPS RWY 23

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset
altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn
to 2700 direct TYC NDB and hold.

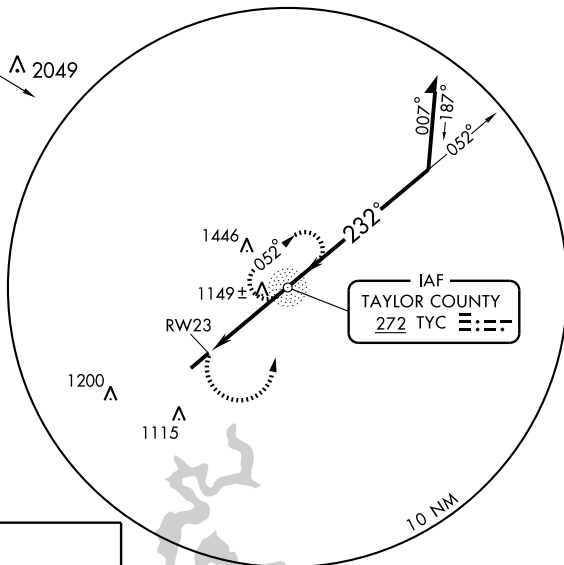
AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

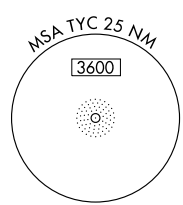
UNICOM
122.7 (CTAF) 0

NEW HOPE
110.8 EWO ---
Chan 45

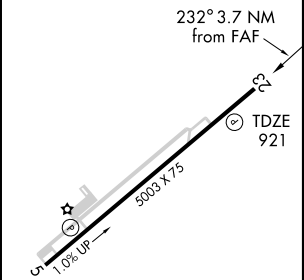
2700
123°
(24.8) **2049**



IAF
TAYLOR COUNTY
272 TYC ---

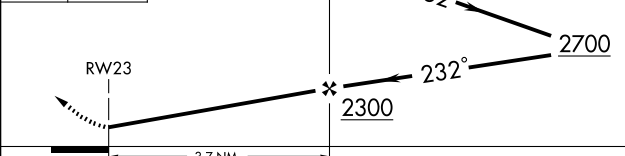
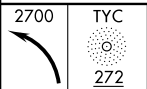


ELEV **921**



MIRL Rwy 5-23
REIL Rwy 5 and 23

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-23	1400-1 479 (500-1)		1400-1¼ 479 (500-1¼)	1400-1½ 479 (500-1½)
CIRCLING	1400-1 479 (500-1)		1400-1½ 479 (500-1½)	1480-2 559 (600-2)

SDF AAS	APP CRS	Rwy Idg	5003
111.1	232°	TDZE	921
		Apt Elev	921

SDF RWY 23

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

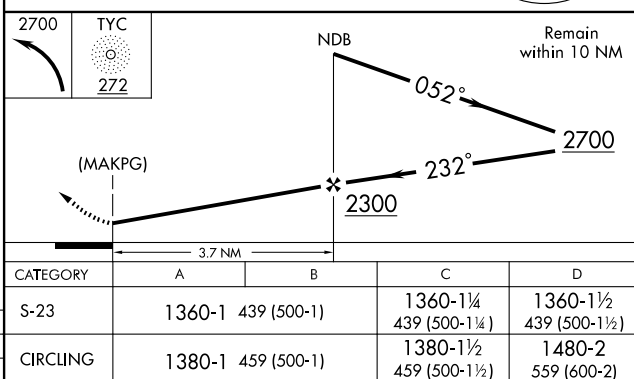
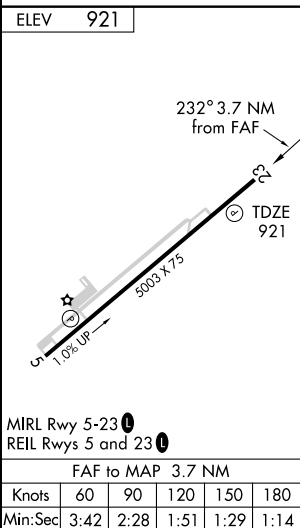
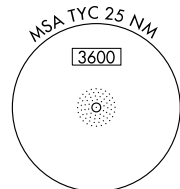
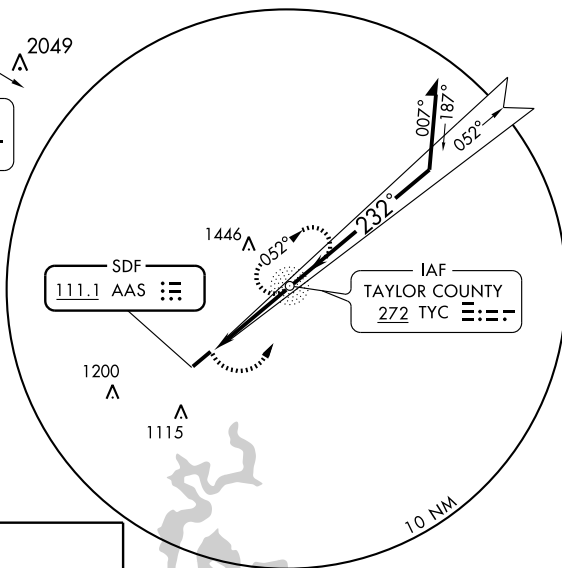
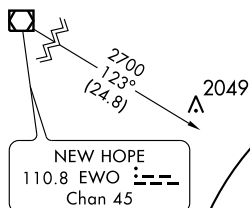
▲ NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.
ADF REQUIRED

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF) ①



CAMPBELLVILLE, KENTUCKY

CAMPBELLVILLE/ TAYLOR COUNTY (AAS)

Amdt 2A 03135

37° 21' N-85° 19' W

SDF RWY 23

SE-1.21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA)

COVINGTON, KENTUCKY

ATIS ARR 134.375

DEP 135.3

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 09/27)

118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

GND CON

121.3 (EAST)

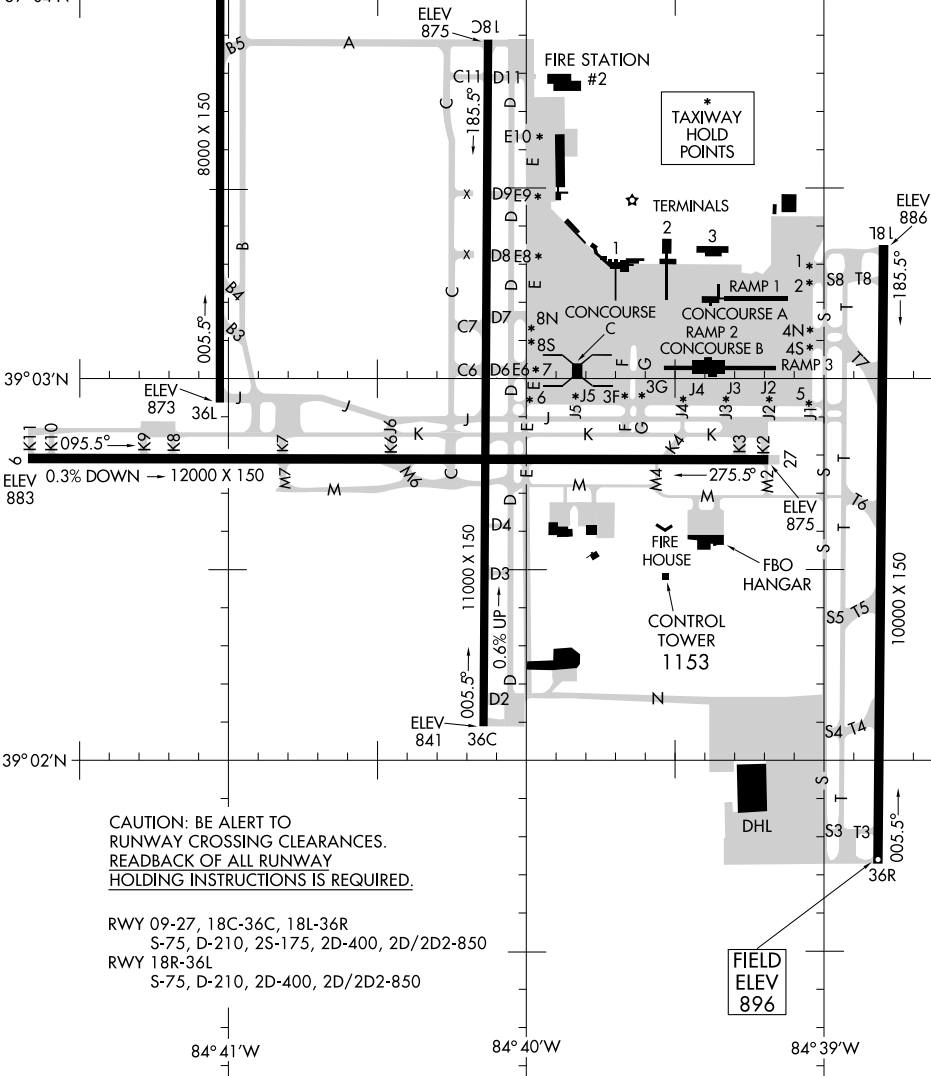
121.7 (WEST)

CLNC DEL

127.175

D

39°04'N



AIRPORT DIAGRAM

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG) 8 SW UTC-5(-4DT) N39°02.93' W84°40.07' CINCINNATI

896 B S4 FUEL 100LL, JET A LRA ARFF Index D NOTAM FILE CVG

H-10G, L-26F, 27E

RWY 09-27: H12000X150 (ASPH-CONC-GRVD) S-75, D-210, 2S-175, 2D-400, 2D/2D2-850

IAP

HIRL CL

RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 76'. 0.3% down.

RWY 27: MALSR(NSTD). VASI(V4L)—GA 3.0° TCH 60'.

RWY 18C-36C: H11000X150 (ASPH-CONC-GRVD) S-75, D-210, 2S-175, 2D-400, 2D/2D2-850 HIRL CL

RWY 18C: SSALR. TDZL. VASI(V4R)—GA 3.0° TCH 52'.

RWY 36C: ALSF2. TDZL. PAPI(P4L). 0.6% up

RWY 18L-36R: H10000X150 (CONC-GRVD) S-75, D-210, 2S-175, 2D-400, 2D/2D2-850 HIRL CL

RWY 18L: MALSR. TDZL. PAPI(P4R)

RWY 36R: ALSF2. TDZL. PAPI(P4R).

RWY 18R-36L: H8000X150 (CONC-GRVD) S-75, D-210, 2D-400, 2D/2D2-850 HIRL CL

RWY 18R: ALSF2. TDZL.

RWY 36L: ALSF2. TDZL. Tree.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 09: TORA-12000 TODA-12000 ASDA-11880 LDA-11880

RWY 27: TORA-12000 TODA-12000 ASDA-12000 LDA-12000

AIRPORT REMARKS: Attended continuously. Rwy 09-27 W 4200' conc; E

750' conc; remainder asph overlay. For all rwys gross weight strength for 777 acft is 595,000 lbs. For all rwys gross weight strength for MD-11 acft is 605,000 lbs. Rwys 09-27 and 18C-36C gross weight strength for DC-10 and L-1011 acft is 510,000 lbs. Noise sensitive areas N and S of arpt. Rwy 36R touchdown, midfield and rollout rwy visual range avbl. Rwy assignments between 0300-1200Z will be predicated on noise abatement considerations. Successive or simultaneous departures from Rwys 18L/C are approved with course divergence beginning no further than 2 miles from EOR due to noise abatement restrictions. Successive or simultaneous departures from Rwy 36L and Rwy 36R are approved with course divergence beginning no further than 2 miles from EOR due to noise abatement restrictions. Rwy 18R touchdown, midfield and rollout RVR avbl. Rwy 36L touchdown, midfield and rollout RVR avbl. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (859) 767-8210. TDWR.

COMMUNICATIONS: D-ATIS ARR 134.375 D-ATIS DEP 135.3 UNICOM 122.95

RCO 122.1R 117.3T (LOUISVILLE RADIO)

R APP CON 123.875 (270°-089°) 119.7 (090°-269°)

TOWER 118.975 (Rwy 18L-36R) 118.3 (Rwy 18C-36C Rwy 09-27) 133.325 (Rwy 18R-36L) GND CON 121.7
(West) 121.3 (East) CLNC DEL 127.175

R DEP CON 128.7 (181°-360°) 126.65 (001°-180°)

AIRSPACE: CLASS B svc continuous etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96' W84°42.20' 044° 2.6 NM to fld. 879/4W.

ILS 108.7 I-JDP Rwy 27. Class IA. LOC unusable by 20° right of course.

ILS/DME 111.55 I-SIC Chan 52(Y) Rwy 18C. Class IB.

ILS/DME 111.9 I-URN Chan 56 Rwy 09. Class IB.

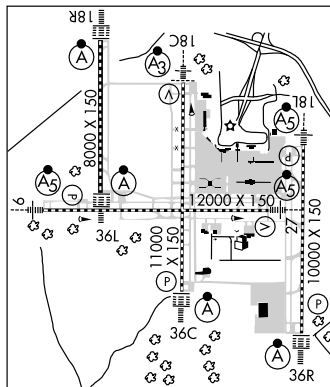
ILS/DME 109.9 I-CVG Chan 36 Rwy 36C. Class III.

ILS/DME 110.35 I-EEI Chan 40(Y) Rwy 36R. Class III.

ILS/DME 110.15 I-CIZ Chan 38(Y) Rwy 18L. Class IA. LOC unusable by 25° left of course.

ILS/DME 110.75 I-VAC Chan 44(Y) Rwy 36L. Class III.

ILS/DME 110.75 I-CJN Chan 44(Y) Rwy 18R. Class III.



CUBLA N39°21.21' W83°52.55'. NOTAM FILE ILN.

NDB (MHW/LOM) 299 HW 045° 5.9 NM to Airborne Airpark.

CINCINNATI

L-27E

CUYAHOGA CO (See CLEVELAND)

DAHIO TROTWOOD (See Dayton)

DARKE CO (See VERSAILLES)

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

CINCINNATI DEP CON

126.65 (001° - 180°)

128.7 (181° - 360°)

CINCINNATI
117.3 CVG
Chan 120
N39°00.96'
W84°42.20'

NABB
112.4 ABB
Chan 71
N38°28.83'
W84°58.71'

CHCLL
N38°28.83'
W84°58.71'

PONIE
N38°19.83'
W85°03.28'

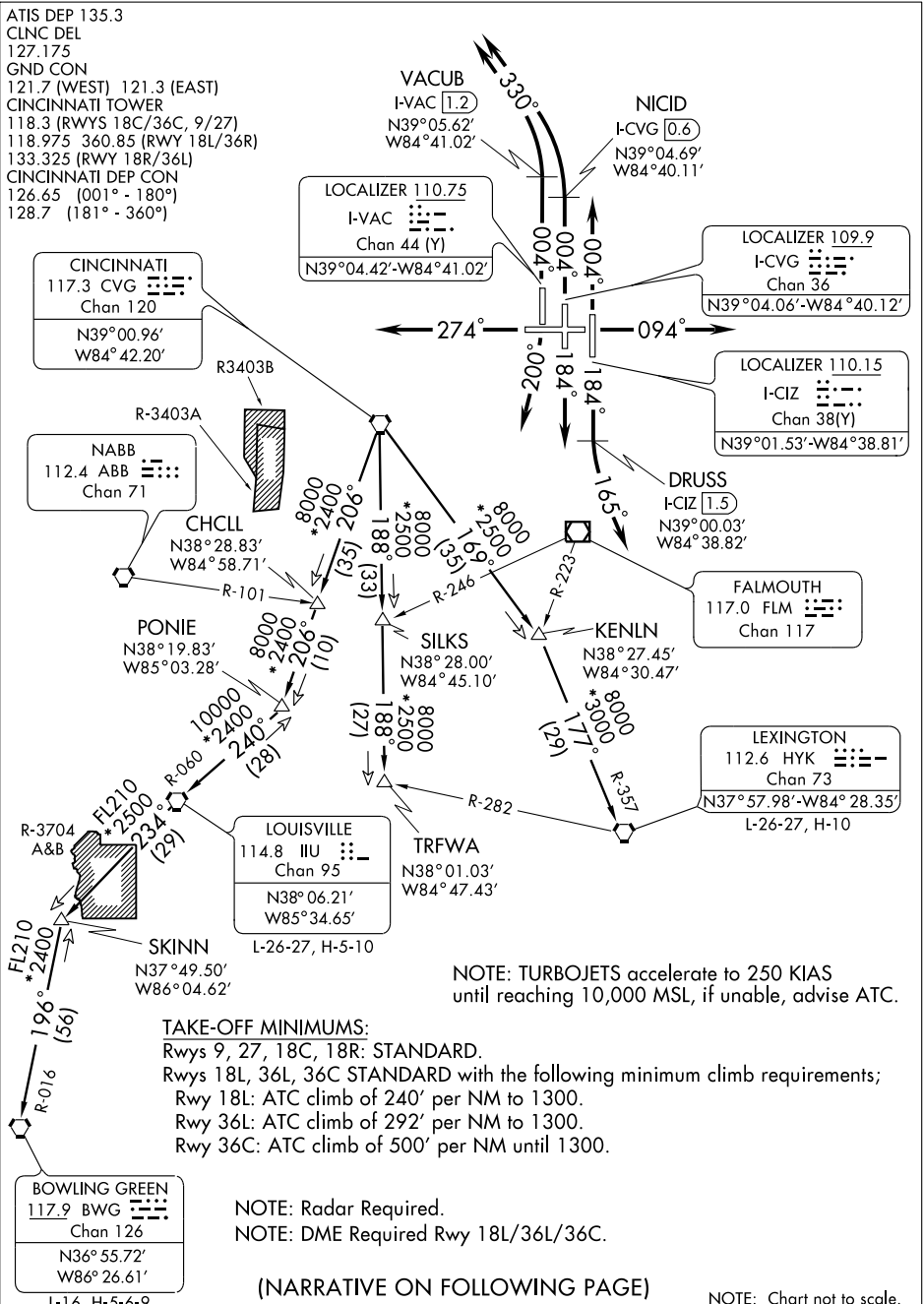
LOUISVILLE
114.8 IUU
Chan 95
N38°06.21'
W85°34.65'

SKINN
N37°49.50'
W86°04.62'

BOWLING GREEN
117.9 BWG
Chan 126
N36°55.72'
W86°26.61'

L-16, H-5-6-9

BLUEGRASS EIGHT DEPARTURE
(BLGRS8.CVG) 10266



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.

Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.

Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

BOWLING GREEN TRANSITION (BLGRS8.BWG): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC then via IIU R-234 to SKINN INT then via BWG R-016 to BWG VORTAC.

LEXINGTON TRANSITION (BLGRS8.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.

LOUISVILLE TRANSITION (BLGRS8.IIU): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC.

TRFWA TRANSITION (BLGRS8.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA INT.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE2.DJB):

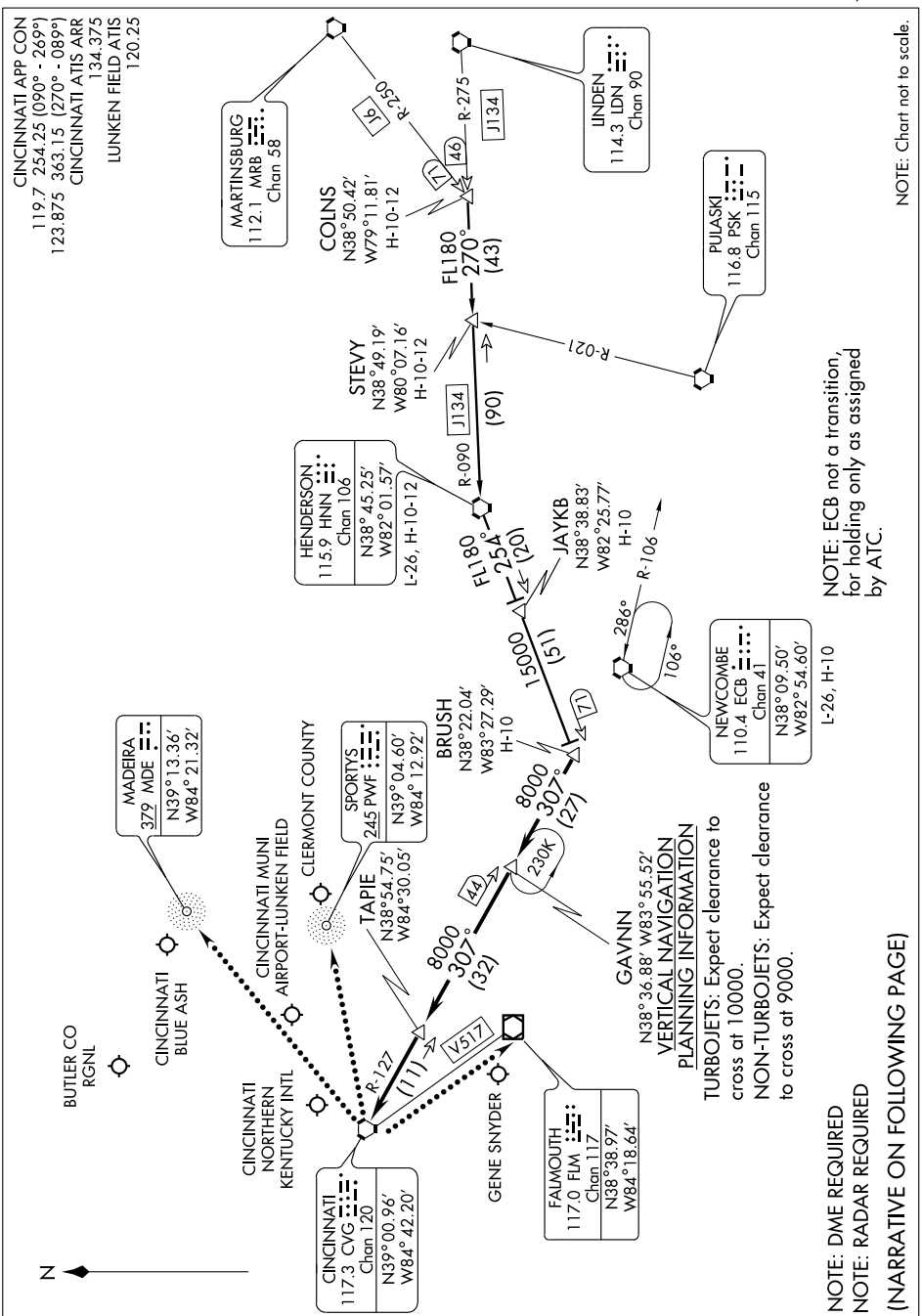
RIKLE TRANSITION (BNGLE2.RIKLE):

TAKEOFF OBSTACLE NOTES:

- Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
- Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
- Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
- Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

BRUSH ONE ARRIVAL

SE-1, 21 OCT 2010 to 18 NOV 2010



BRUSH ONE ARRIVAL

BRUSH ONE ARRIVAL

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

CEGRM ONE ARRIVAL (RNAV)

CINCINNATI/ NORTHERN KENTUCKY INTL
ST-655 (FAA)
COVINGTON, KENTUCKYCINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375DANVILLE TRANSITION (DNV.CEGRM1):JOLIET TRANSITION (JOT.CEGRM1):

From over CEGRM WP via 129° track to BCATT WP, thence as depicted to ZETIP WP.

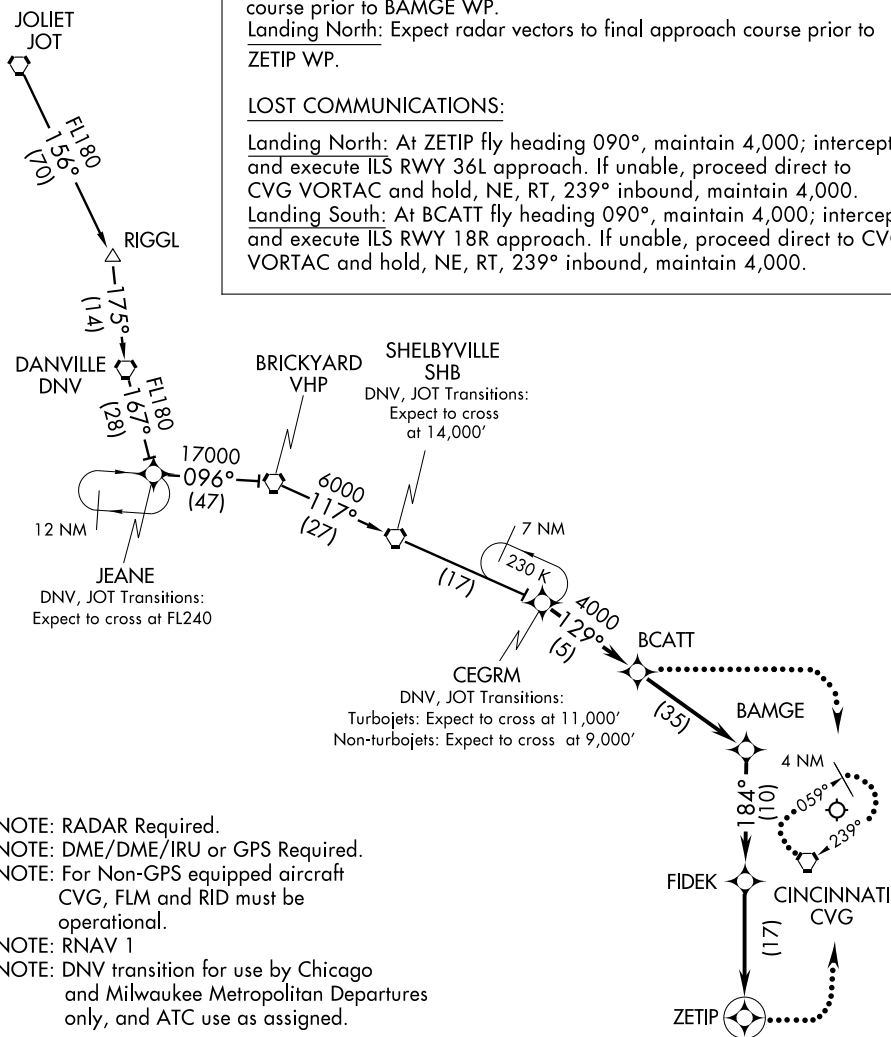
Landing South, East, West: Expect radar vectors to final approach course prior to BAMGE WP.

Landing North: Expect radar vectors to final approach course prior to ZETIP WP.

LOST COMMUNICATIONS:

Landing North: At ZETIP fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

Landing South: At BCATT fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.



NOTE: Chart not to scale.

CEGRM ONE ARRIVAL (RNAV)

(CEGRM.CEGRM1) 09295

COVINGTON, KENTUCKY
CINCINNATI/ NORTHERN KENTUCKY INTL

SE-1, 21 OCT 2010 to 18 NOV 2010

CHCLL TWO DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

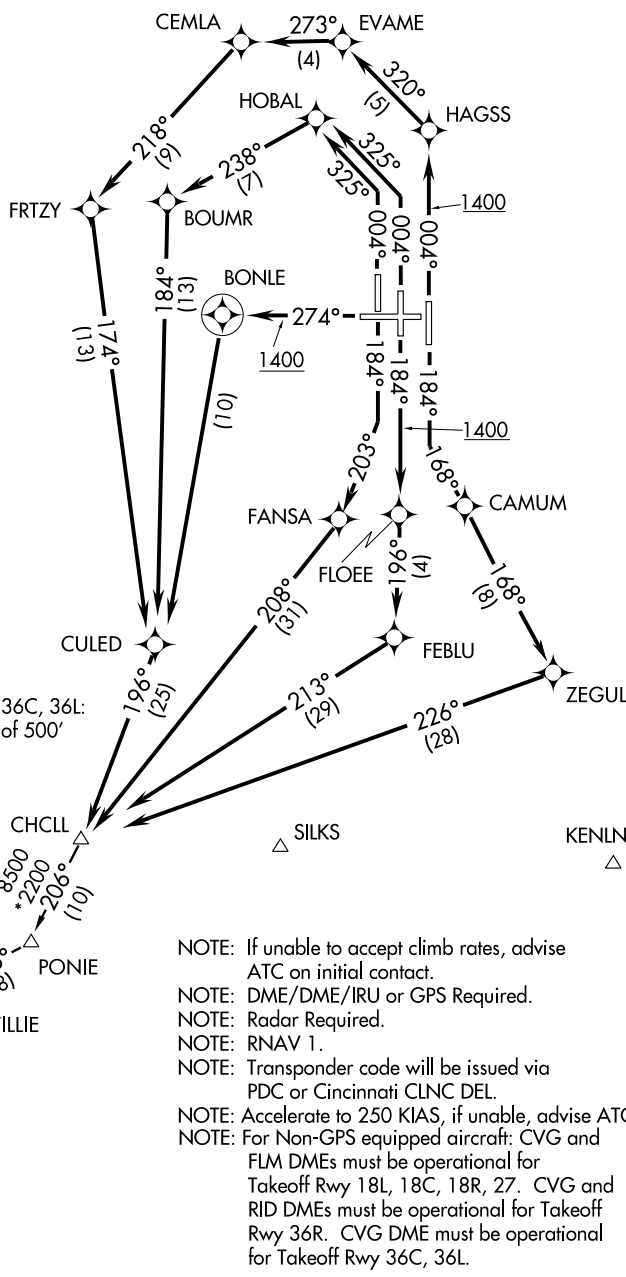
118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

CINCINNATI DEP CON

126.65 (001° - 180°)

128.7 (181° - 360°)



TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHCLL TWO DEPARTURE (RNAV)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL2.BWG):
LOUISVILLE TRANSITION (CHCLL2.IIU):

TAKEOFF OBSTACLE NOTES:

- Rwy 18C: Trees beginning 1882’ from DER, 834’ left of centerline, up to 75’ AGL/974’ MSL.
Trees 3473’ from DER, 904’ right of centerline, up to 70’ AGL/929’ MSL.
- Rwy 18R: Trees beginning 3221’ from DER, 895’ left of centerline, up to 85’ AGL/964’ MSL.
- Rwy 36C: Trees beginning 956’ from DER, 613’ right of centerline, up to 94’ AGL/963’ MSL.
- Rwy 36R: Light pole 1476’ from DER, 813’ left of centerline, 47’ AGL/926’ MSL.
Trees 1602’ from DER, 754’ right of centerline, up to 59’ AGL/938’ MSL.

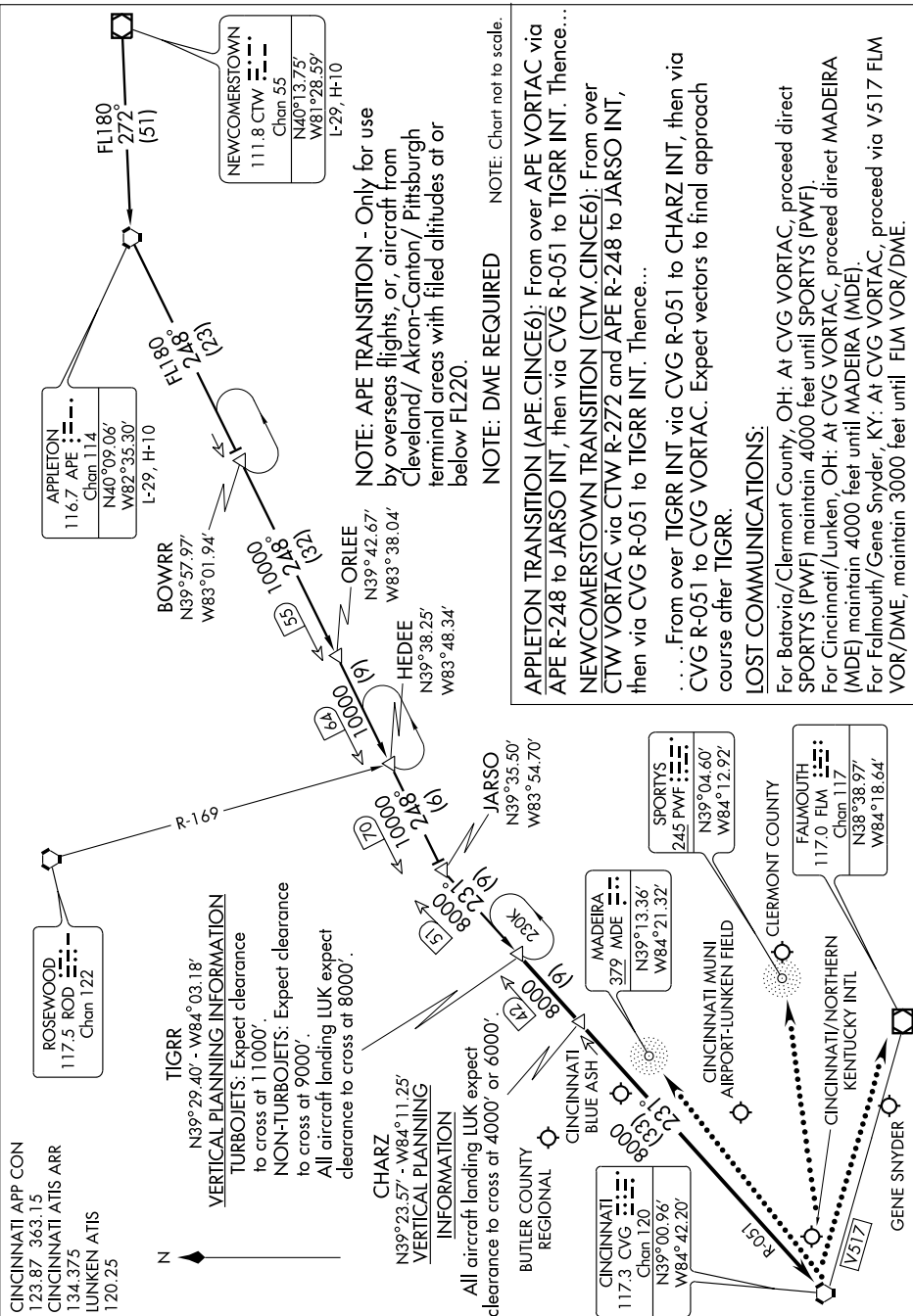
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1, 21 OCT 2010 to 18 NOV 2010



CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1. 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10,000 FEET.

TAKE-OFF MINIMUMS:

Rwys 9, 27, 18C, 18R: STANDARD.

Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;

Rwy 18L: ATC climb of 240' per NM to 1300.

Rwy 36L: ATC climb of 292' per NM to 1300.

Rwy 36C: ATC climb of 500' per NM until 1300.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

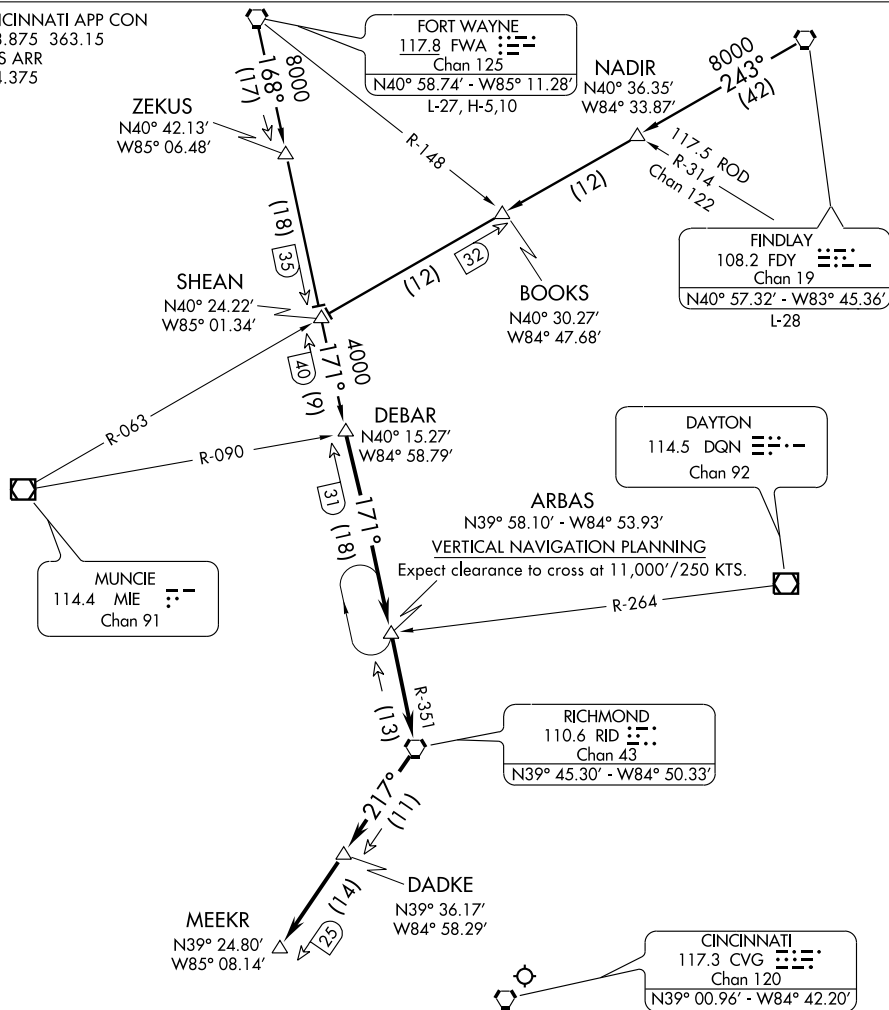
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

DEBAR ONE ARRIVAL

CINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375



NOTE: DME Required.

NOTE: Chart not to scale.

FINDLAY TRANSITION (FDY.DEBAR1): From over FDY VORTAC via FDY R-243 and MIE R-063 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR1): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to RID VORTAC then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.

DEBAR ONE ARRIVAL

(DEBAR.DEBAR1) 09295

COVINGTON, KENTUCKY

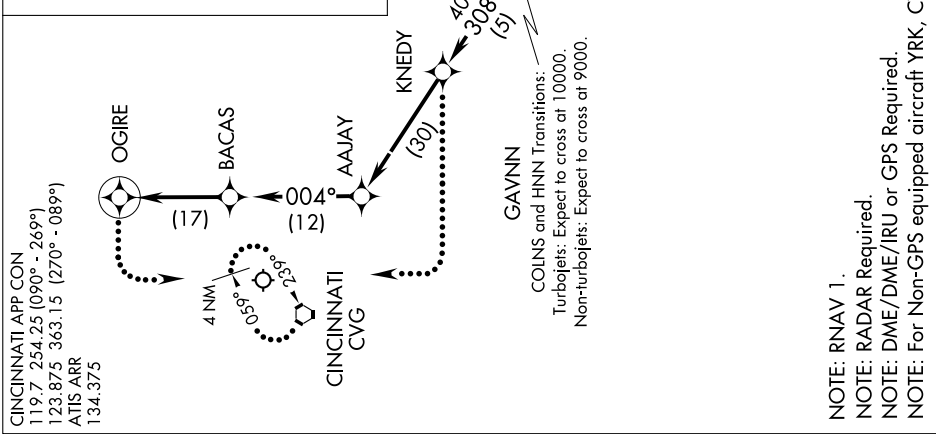
CINCINNATI/NORTHERN KENTUCKY INTL

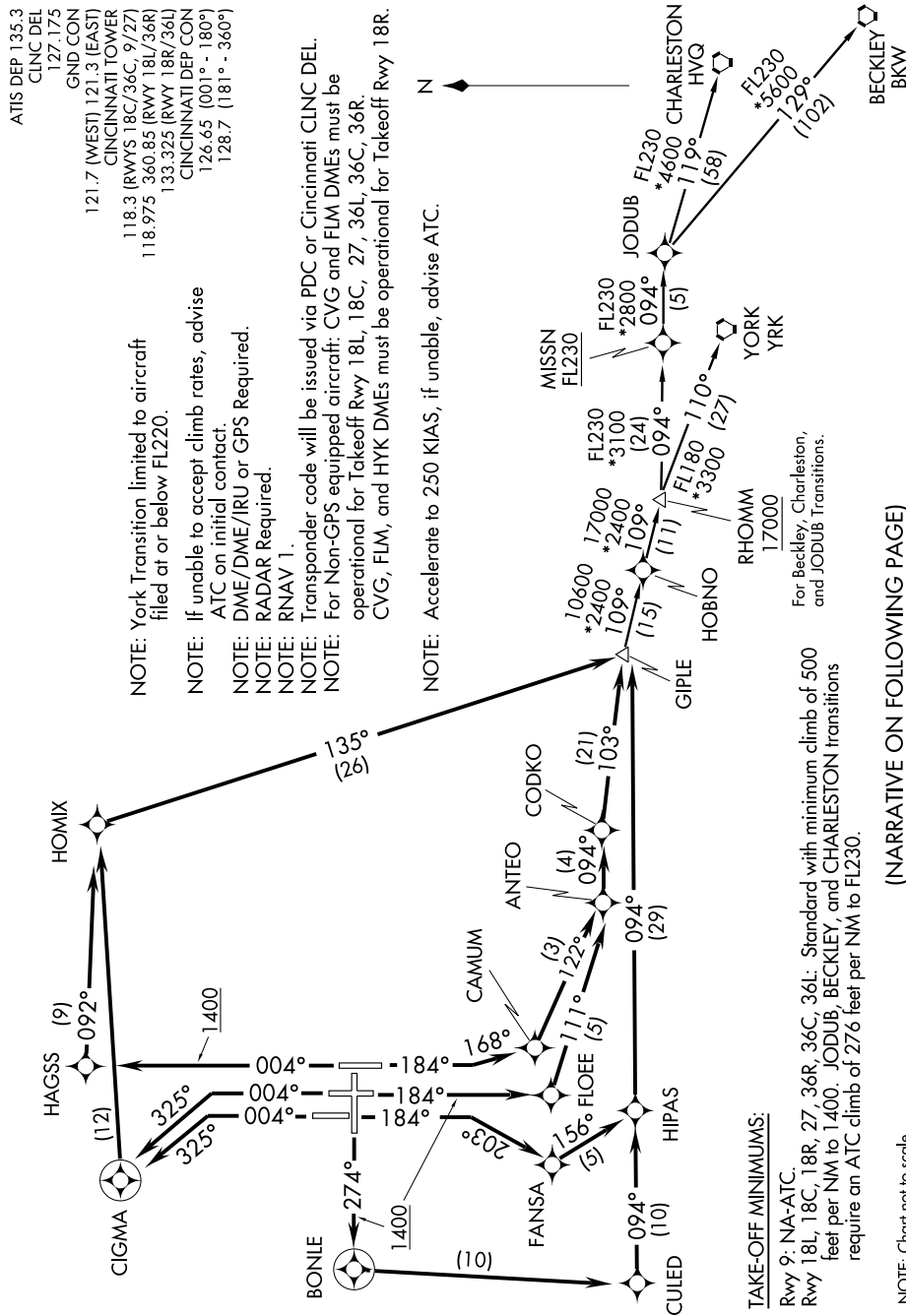
SE-1, 21 OCT 2010 to 18 NOV 2010

CINCINNATI APP CON
119.7 254.25 (090° - 269°)
123.875 363.15 (270° - 089°)
ATIS ARR
134.375

COLNS TRANSITION (COLNS.GAVNN3):
HENDERSON TRANSITION (HNN.GAVNN3):
From over GAVNN via 308° track to KNEDY, thence as depicted to OGIRE.
Landing South: Expect radar vectors to final approach course prior to OGIRE.
Landing North, East, West: Expect radar vectors to final approach course prior to AAJAY.

LOST COMMUNICATIONS:
At OGIRE: Fly heading 270°, maintain 6000; intercept and execute ILS RWY 18L approach.
If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6000.
At KNEDY: Fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach.
If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6000.







DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn via track 094° to HIPAS, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

- BECKLEY TRANSITION (GIPLE3.BKW):
- CHARLESTON TRANSITION (GIPLE3.HVQ)
- JODUB TRANSITION (GIPLE3.JODUB)
- YORK TRANSITION (GIPLE3.YRK):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

DAYTON TRANSITION (HAGOL2.DQN):

ROSEWOOD TRANSITION (HAGOL2.ROD):

TAKE-OFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

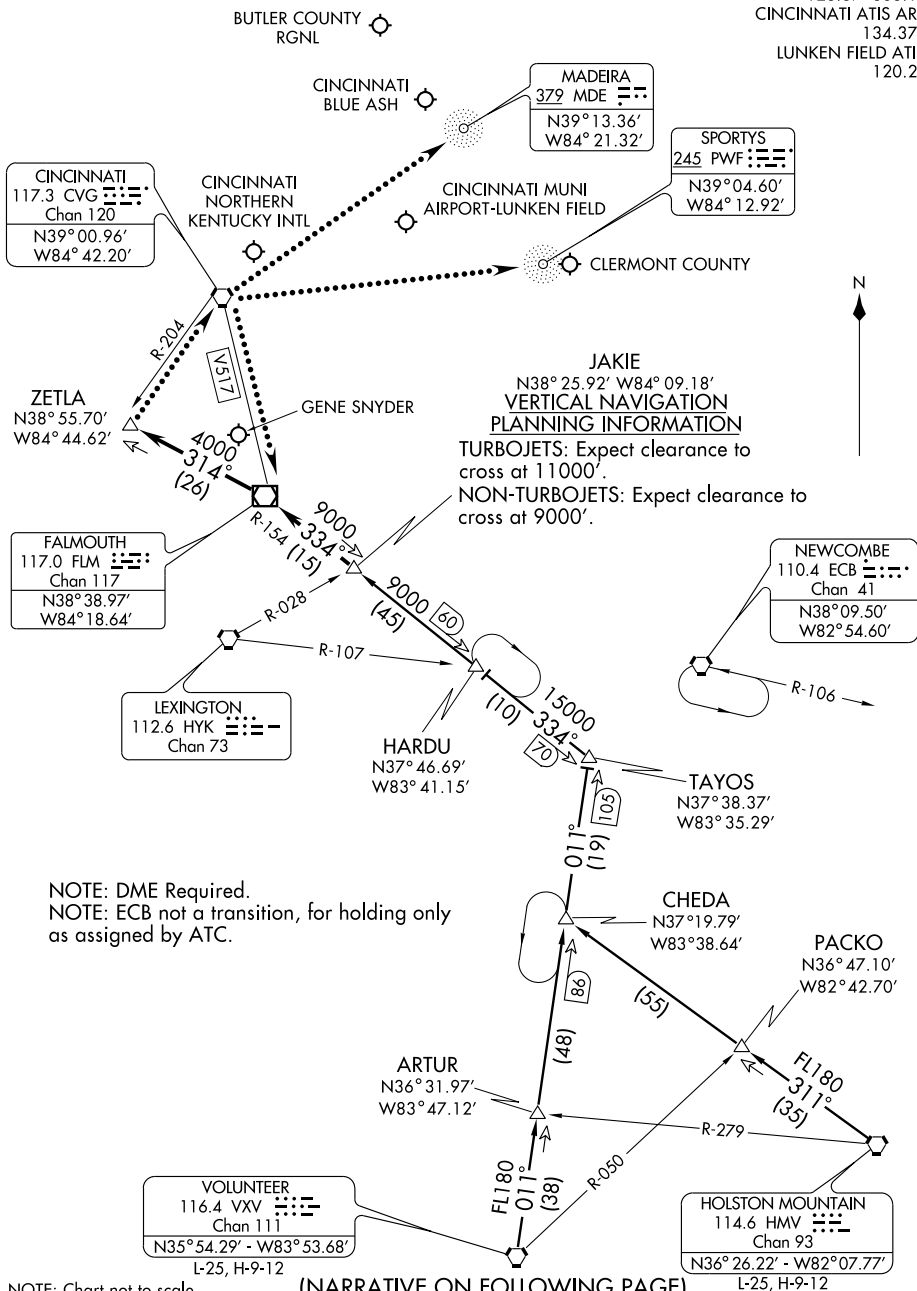
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

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SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-URN Chan 56	APP CRS 094°	Rwy ldg TDZE 11880 Apt Elev 883 896
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ILS or LOC RWY 9

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

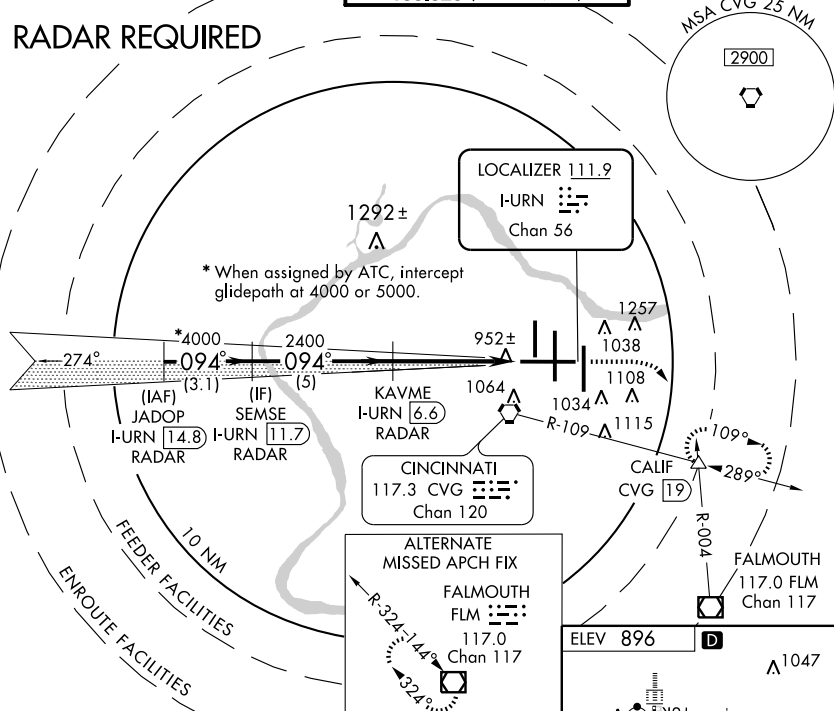
▼ For inoperative MALS, increase S-LOC 9 Cat. D visibility to RVR 5000. DME or RADAR Required.



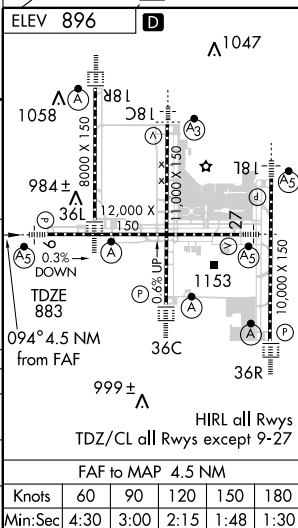
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIF Int/19 DME and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175
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RADAR REQUIRED



* When assigned by ATC, intercept glidepath at 4000 or 5000.			
JADOP I-URN 14.8 RADAR	SEMSE I-URN 11.7 RADAR	KAVME I-URN 6.6 RADAR	VGSI and ILS glidepath not coincident.
*5000	2400	2400	2400
GS 3.00° TCH 52	3.1 NM	5 NM	3.7 NM
CATEGORY	A	B	C
S-ILS 9	1083/18 200 (200-½)		
S-LOC 9	1220/24 337 (400-½)		
CIRCLING	1460-1 564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)



SE-1, 21 OCT 2010 to 18 NOV 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

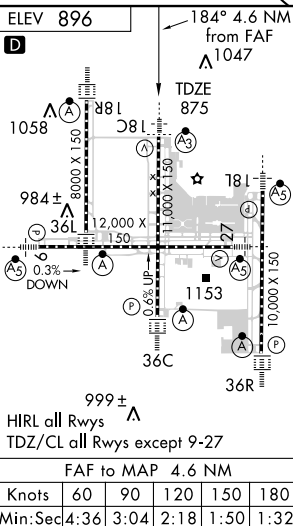
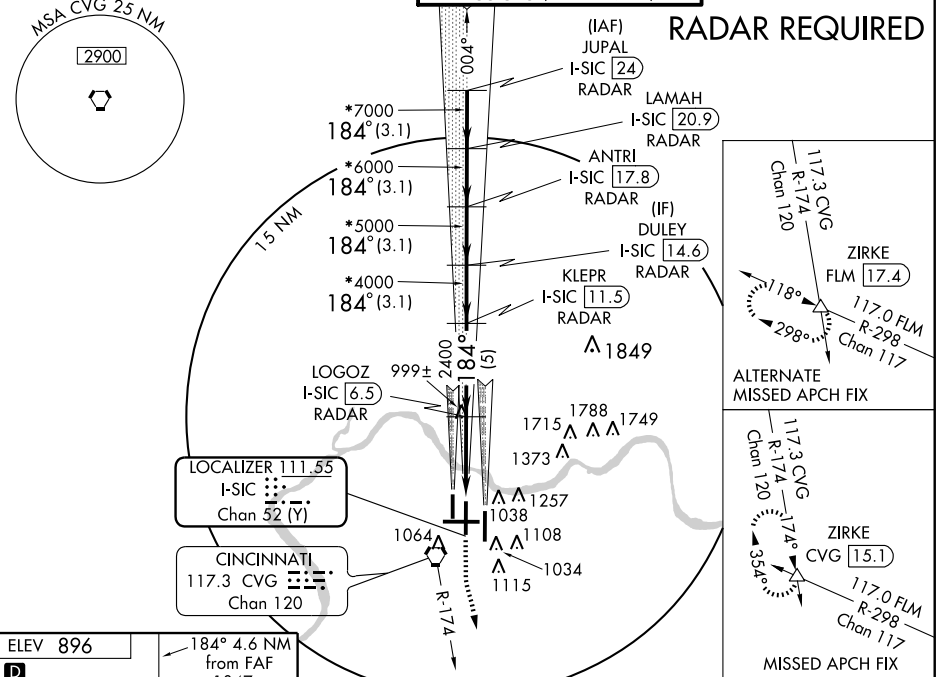
LOC/DME I-SIC	APP CRS	Rwy Idg	11000
111.55	184°	TDZE	875
Chan 52 (Y)		Apt Elev	896

COVINGTON / ILS or LOC RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 18L and 18R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.			SSALR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE Int/ CVG 15.1 DME and hold.		
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ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL
ARR	DEP	119.7	254.25 (090°- 269°)	118.975	360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875	363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)		121.3 (EAST)	
				133.325 (RWY 18R/36L)			



VGSI and ILS glidepath not coincident.				1500	3000	ZIRKE
				↑	CVG R-174	△
JUPAL I-SIC 24 RADAR						
LAMAH I-SIC 20.9 RADAR						
ANTRI I-SIC 17.8 RADAR						
DULEY I-SIC 14.6 RADAR						
KLEPR I-SIC 11.5 RADAR						
LOGOZ I-SIC 6.5 RADAR						
I-SIC 2.9 I-SIC 1.9						
*8000 184°						
*7000 184°						
*6000 184°						
*5000 184°						
*4000 184°						
*3000 184°						
GS 3.00° TCH 55						
*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.						
3.1 NM 3.1 NM 3.1 NM 5 NM 3.5 NM 1 NM						
CATEGORY	A	B	C	D		
S-ILS 18C	1075/18 200 (200-½)					
S-LOC 18C	1260/24 385 (400-½)					1260/40 385 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)		1560-2 664 (700-2)	

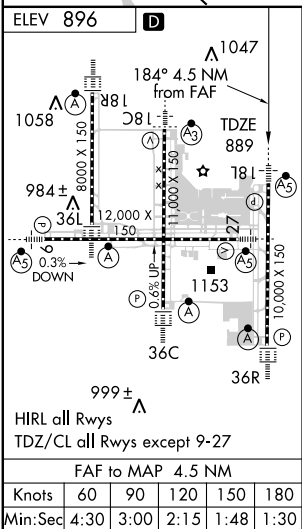
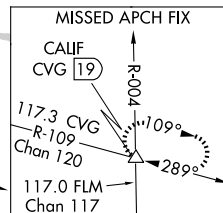
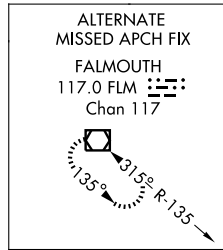
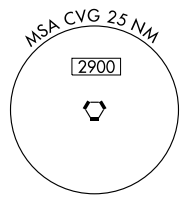
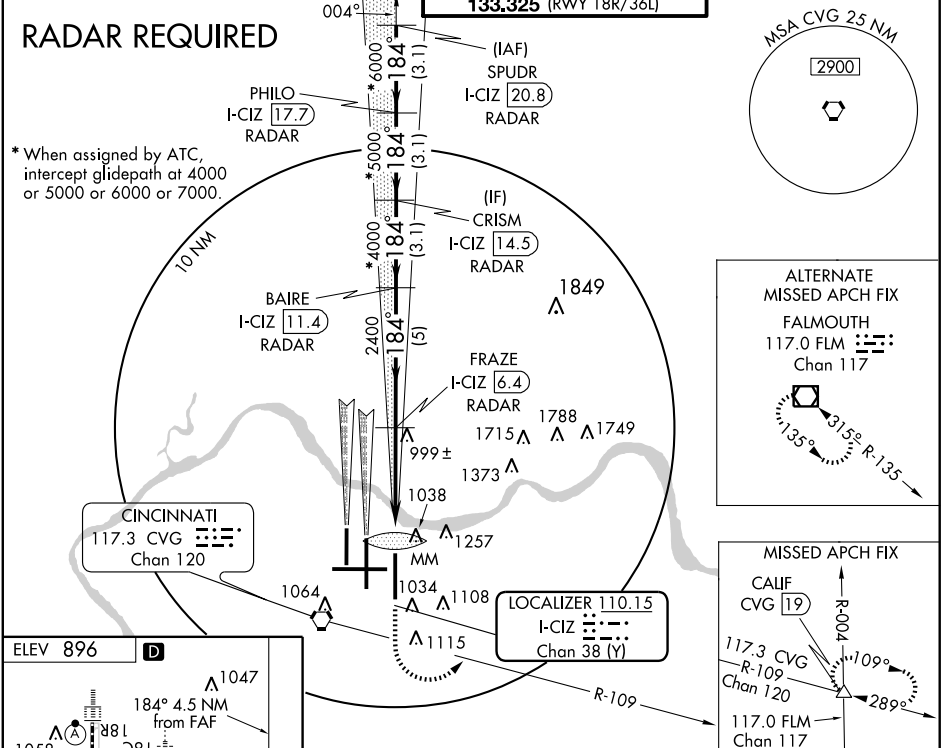
SE-1, 21 OCT 2010 to 18 NOV 2010

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COVINGTON, KENTUCKY			AL-655 (FAA)		COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	ILS or LOC RWY 18L
LOC/DME I-CIZ	APP CRS	Rwy Idg	10000			
110.15	184°	TDZE	889			
Chan 38 (Y)		Apt Elev	896			

▼ Simultaneous approach authorized with Rwy 18C and 18R. ▲ DME or RADAR REQUIRED. ▲ LOC procedure NA during simultaneous operations.			MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF Int/CVG 19 DME and hold.
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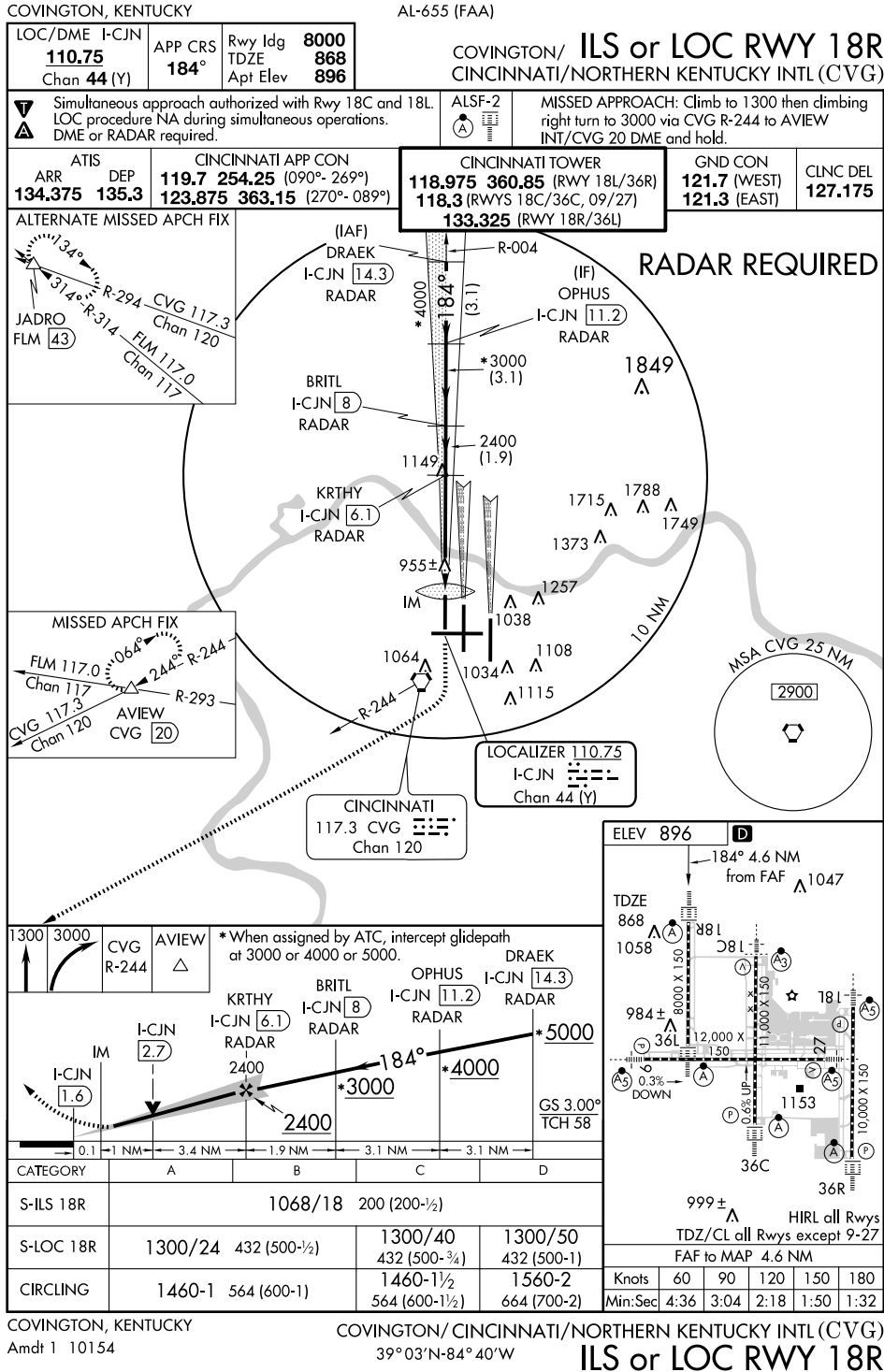
ATIS ARR DEP 134.375 135.3		CINCINNATI APP CON 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175
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SPUDR I-CIZ [20.8] RADAR		PHILO I-CIZ [17.7] RADAR	CRISM I-CIZ [14.5] RADAR	BAIRE I-CIZ [11.4] RADAR	FRAZE I-CIZ [6.4] RADAR	VGSI and ILS glidepath not coincident.	1500 3000 CVG R-109	CALIF △
*7000 GS 3.00° TCH 55		*6000	*5000	*4000	2400	I-CIZ [2.8] 2400	I-CIZ [1.8] MM	
* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.								
3.1 NM		3.1 NM	3.1 NM	5 NM	3.6 NM	0.5	0.4	
CATEGORY	A		B		C		D	
S-ILS 18L	1089/18 200 (200-½)							
S-LOC 18L	1260/24 371 (400-½)						1260/40 371 (400-¾)	
CIRCLING	1460-1 564 (600-1)			1460-1½ 564 (600-1½)		1560-2 664 (700-2)		

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VAC 110.75 Chan 44 (Y)	APP CRS 004°	Rwy Idg TDZE Apt Elev	8000 873 896
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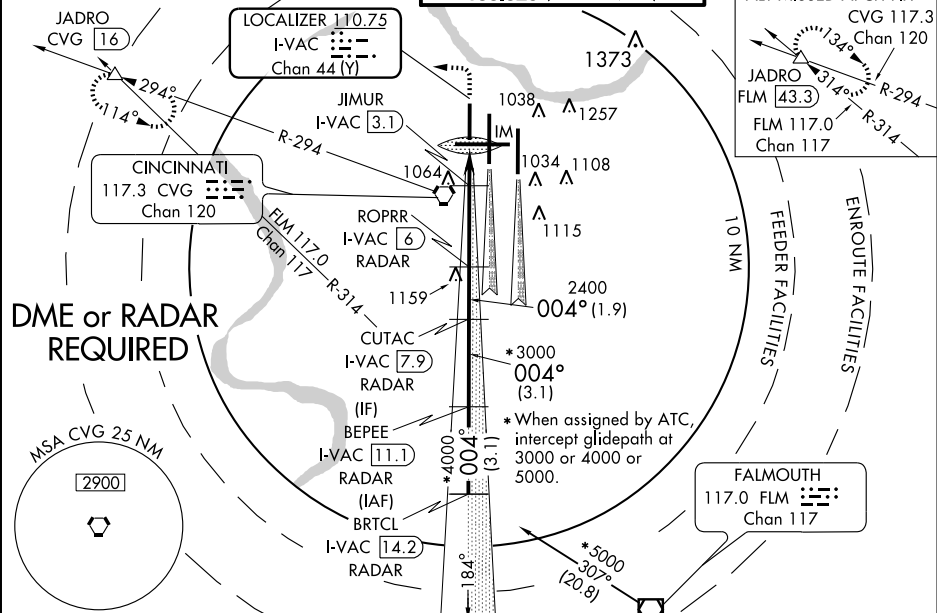
COVINGTON/ ILS or LOC RWY 36L CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36C and 36R. LOC procedure NA during simultaneous operations.
DME Required.

ALS-F-2
A

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS ARR 134.375	DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175
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BRTCL I-VAC 14.2	* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.	1300	3000	JADRO	ELEV 896	D	A 1047
RADAR BEPEE CUTAC ROPRR	I-VAC 11.1 I-VAC 7.9 I-VAC 6						
Procedure Turn NA	I-VAC 11.1 I-VAC 7.9 I-VAC 6						
* 5000	* 4000 * 3000	004°	2400	** LOC only.			
GS 3.00°	TCH 55						
		3.1 NM	3.1 NM	1.9 NM	2.9 NM	0.7	0.7
CATEGORY	A	B	C	D			
S-ILS 36L	1073/18	200 (200-1/2)					
S-LOC 36L	1440/24	567 (600-1/2)	1440/50	1440/60			
CIRCLING	1460-1	564 (600-1)	1460-1 1/2	1560-2			
JIMUR FIX MINIMUMS							
S-LOC 36L	1220/24	347 (400-1/2)	1220/40	347 (400-3/4)			
CIRCLING	1460-1	564 (600-1)	1460-1 1/2	1560-2			
			564 (600-1 1/2)	664 (700-2)			
HRL all Rwy's TDZ/CL all Rwy's except 9-27							
FAF to MAP 4.6 NM							
Knots 60 90 120 150 180							
Min:Sec 4:36 3:04 2:18 1:50 1:32							

LOC/DME I-EEI 110.35 Chan 40 (Y)	APP CRS 004°	Rwy Idg 10000 TDZE 896 Apt Elev 896
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COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

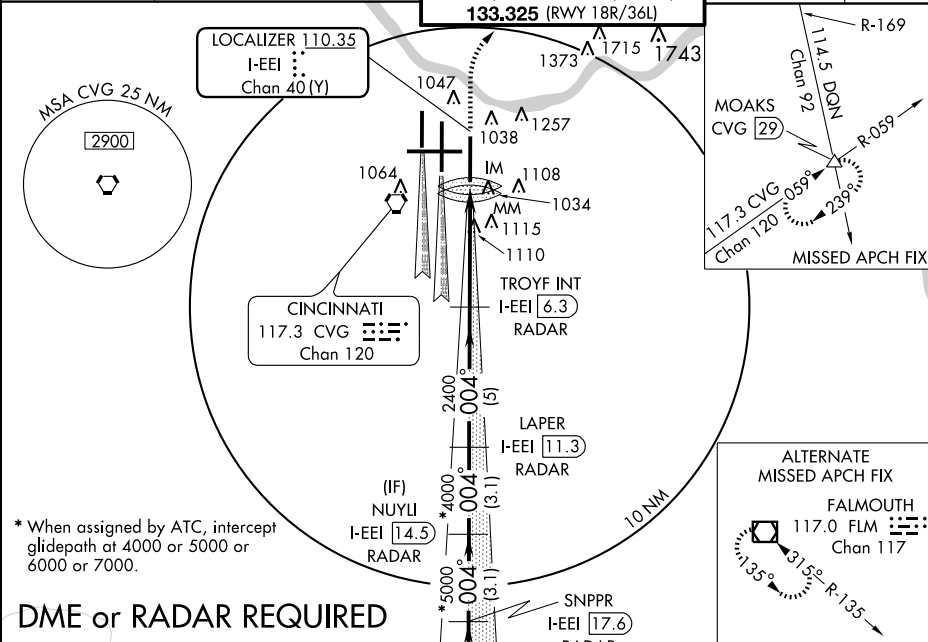
ILS or LOC RWY 36R

- Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

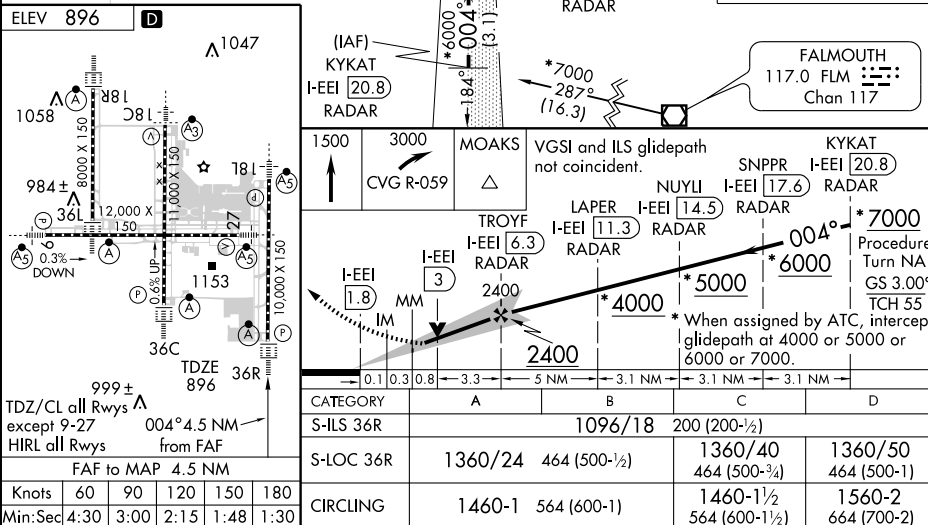


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175
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DME or RADAR REQUIRED



LOC/DME I-CJN 110.75 Chan 44 (Y)	APP CRS 184°	Rwy Idg 8000 TDZE 868 Apt Elev 896
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COVINGTON/
CINCINNATI

ILS RWY 18R (CAT II)
NORTHERN KENTUCKY INTL (CVG)

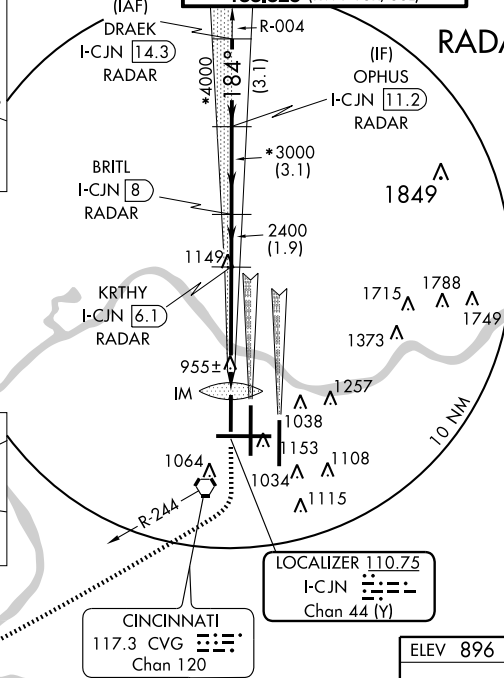
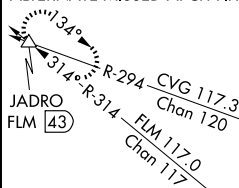
T Simultaneous approach authorized with Rwy 18C and 18L.
A DME or RADAR required.

ALSF-2

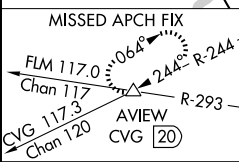
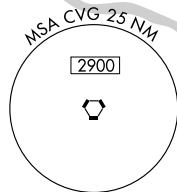
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT /CVG 20 DME and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL
ARR	DEP	119.7	254.25 (090°- 269°)	118.975	360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875	363.15 (270°- 089°)	118.3	(RWYS 18C/36C, 09/27)	121.3 (EAST)	
ALTERNATE MISSED APCH FIX				133.325 (RWY 18R/36L)			


ALTERNATE MISSED APCH FIX

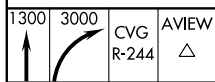


RADAR REQUIRED

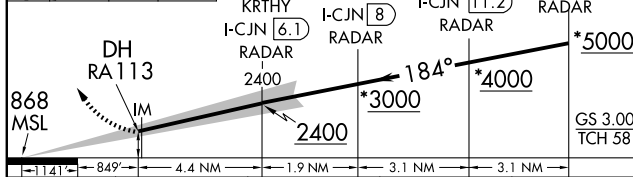


LOCALIZER 110.75
I-CJN $\begin{smallmatrix} \cdot & \cdot \\ \text{---} & \text{---} \\ \cdot & \cdot \end{smallmatrix} \text{---} \text{---}$
Chan 44 (Y)

CINCINNATI
117.3 CVG 
Chan 120

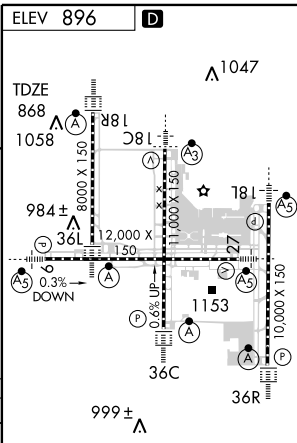


*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000. DR



CATEGORY	A	B	C	D
S-ILS-18R	RA 113/12 100 DA 968			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W ILS RWY 18R (CAT II)

ILS RWY 18R (CAT II)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

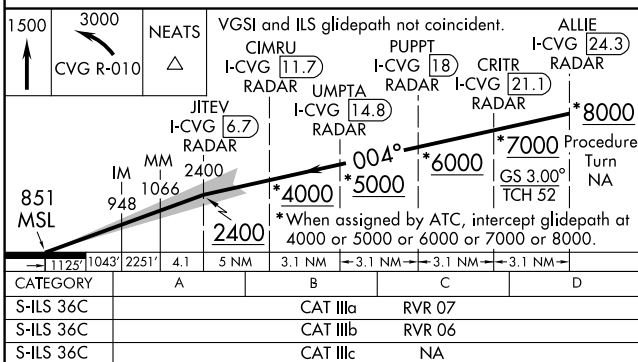
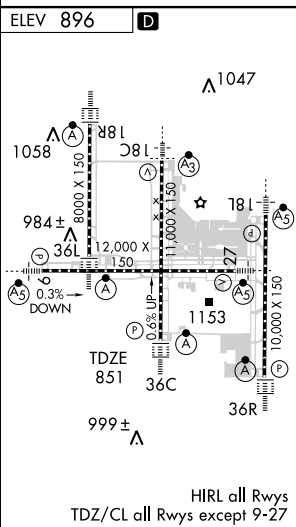
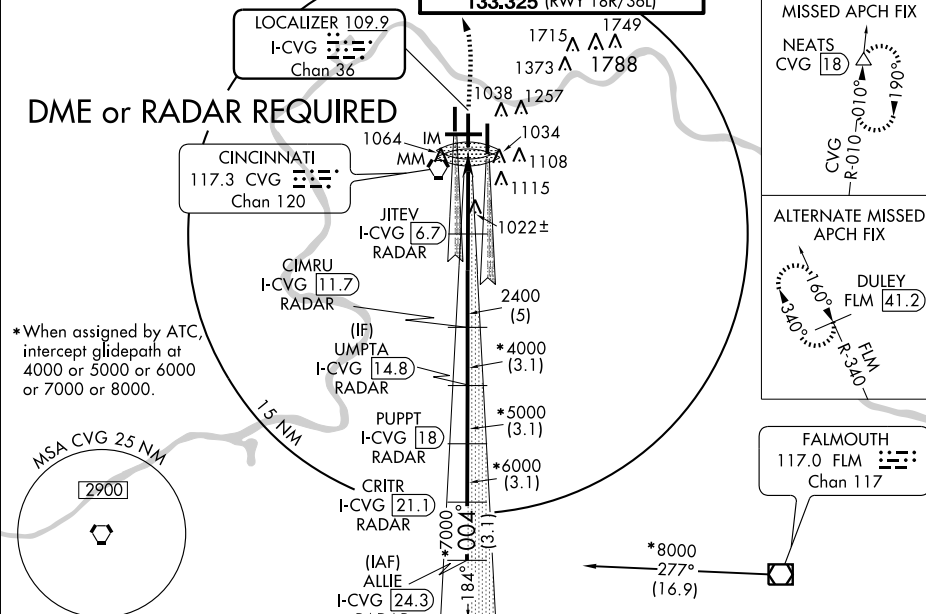
LOC/DME I-CVG	APP CRS	Rwy Idg	11000	COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	ILS RWY 36C (CAT III)
109.9	004°	TDZE	851		
Chan 36		Apt Elev	896		

- ▼ Simultaneous approach authorized with Rwy 36R and 36L.
 ▲ DME or RADAR REQUIRED.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON		CLNC DEL	
ARR	DEP	119.7	254.25 (090° - 269°)	118.975	360.85 (RWY 18L/36R)	121.7	(WEST)		
134.375	135.3	123.875	363.15 (270° - 089°)	118.3	(RWYS 18C/36C, 09/27)	121.3	(EAST)		127.175
				133.325	(RWY 18R/36L)				



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COVINGTON, KENTUCKY
Amdt 41 10266

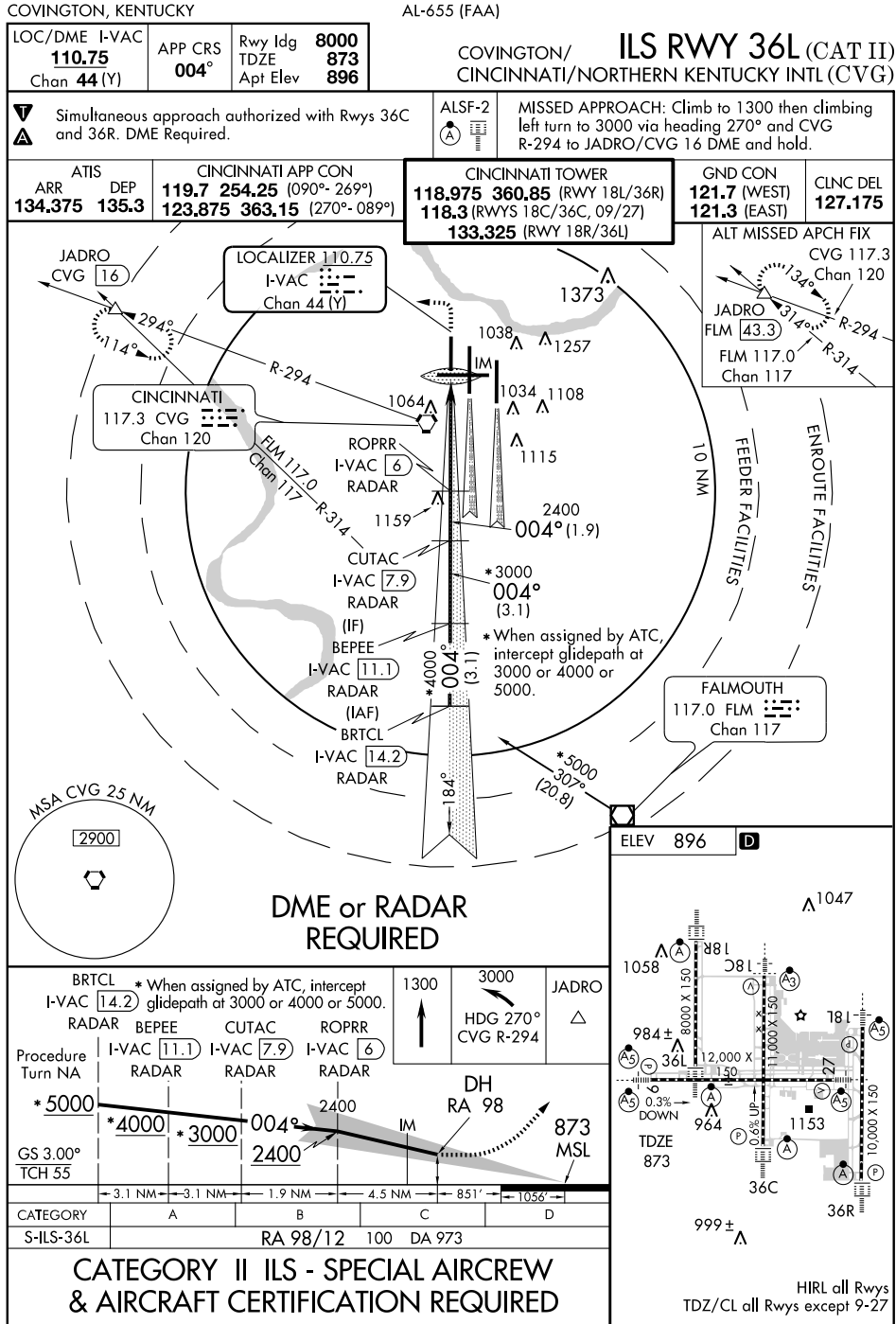
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39° 03'N-84° 40'W

ILS RWY 36C (CAT III)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EEI <u>110.35</u> Chan 40 (Y)	APP CRS 004°	Rwy Idg 10000 TDZE 896 Apt Elev 896
---	------------------------	--

COVINGTON/ ILS RWY 36R (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized with Rwy 36C
A and 36L. DME or RADAR REQUIRED.

ALSF-2

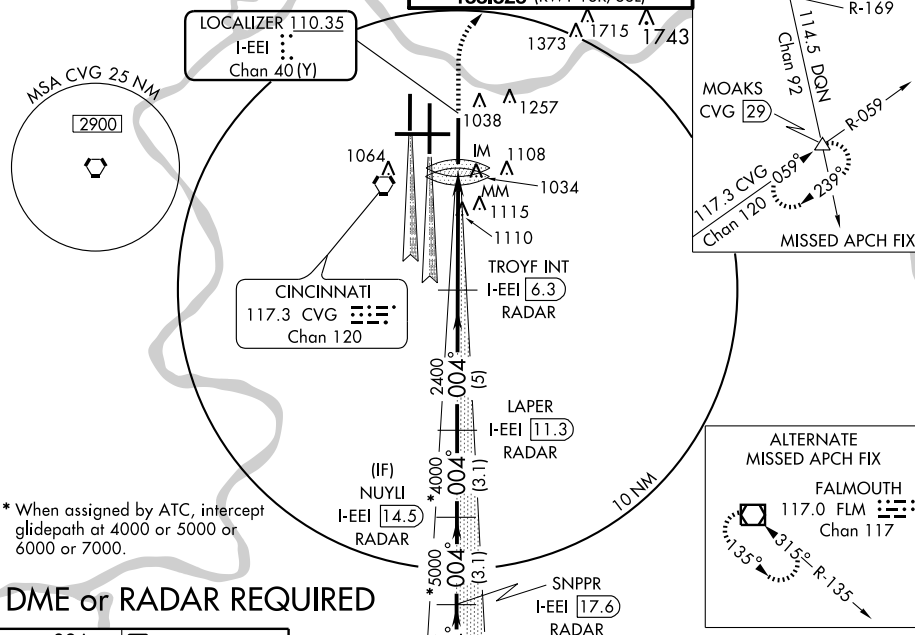


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS	CINCINNATI APP CON
ARR DEP	119.7 254.25 (090°- 269°)
134.375 135.3	123.875 363.15 (270°- 089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C 09/27)

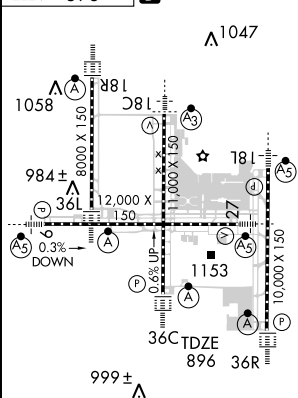
GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175
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* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED

ELEV 896	D
----------	---



(IAF)
KYKAT
I-EEI 20.8
RADAR

*6000
184°
13

*7000
287°
(16 31)

FALMOUTH
117.0 FLM
Chan 117

[illegible]

HIRL all Rwy's
TDZ/CL all Rwy's except 9-27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS RWY 36R (CAT II)

LOC/DME I-EEI <u>110.35</u> Chan 40 (Y)	APP CRS 004°	Rwy Idg 10000 TDZE 896 Apt Elev 896
---	------------------------	--

COVINGTON/ ILS RWY 36R (CAT III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized with Rwy 36C
A and 36L. DME or RADAR REQUIRED.

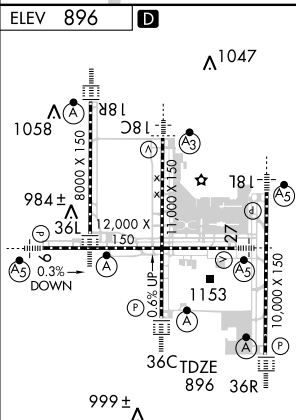
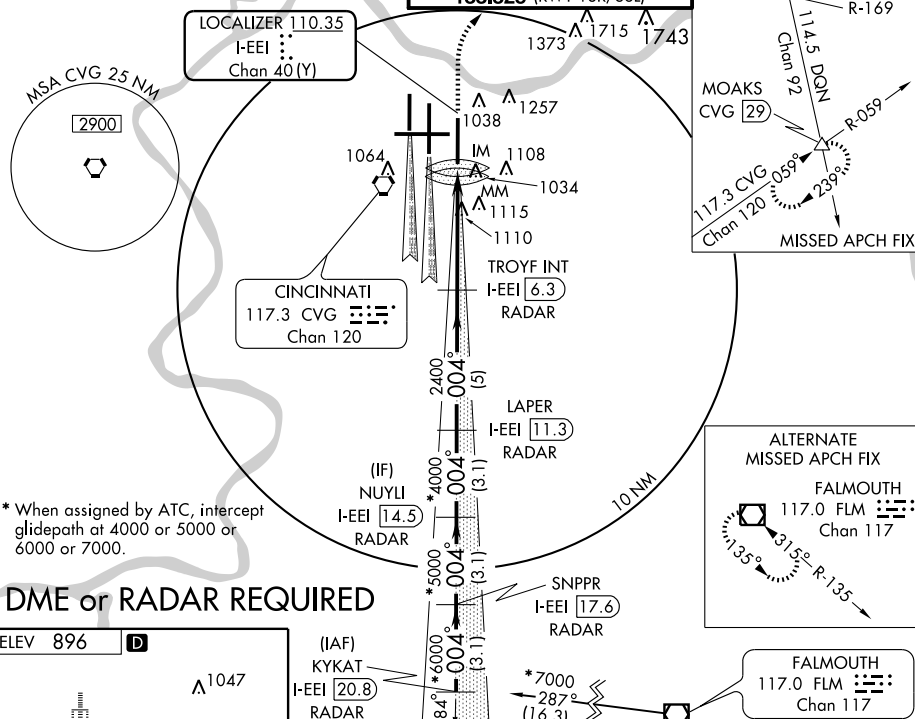
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS		CINCINNATI APP CON	
ARR	DEP	119.7	254.25 (090°- 269°)
134.375	135.3	123.875	363.15 (270°- 089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
122.025 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

HIRL all Rwys
TDZ/CL all Rwys except 9-27

COVINGTON, KENTUCKY
Amdt 8 10154

1500 ↑	3000 ↖ CVG R-059	MOAKS △	VGSI and ILS glidepath not coincident.				SNPPR I-EEI 17.6		KYKAT I-EEI 20.8	
			TROYF I-EEI 6.3 RADAR	LAPER I-EEI 11.3 RADAR	NUYLI I-EEI 14.5 RADAR	RADAR	*7000		Procedure Turn NA	
			IM 998	MM 1088	2400	*4000		*5000	*6000	004°
896 MSL					2400			* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.		GS 3.00° TCH 55'
-1070'			878'	-1722'	4.1	5 NM	3.1 NM	3.1 NM	3.1 NM	
CATEGORY		A		B		C		D		
S-ILS 36R				CAT IIIa		RVR 07				
S-ILS 36R				CAT IIIb		RVR 06				
S-ILS 36R				CAT IIIc		NA				

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS RWY 36R (CAT III)

JAKIE ONE ARRIVAL (RNAV)

COVINGTON, KENTUCKY

HOLSTON MOUNTAIN TRANSITION (HMY.JAKIE1):
VOLUNTEER TRANSITION (VXV.JAKIE1):

From JAKIE WP via 334° track to FLM VOR/DME, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

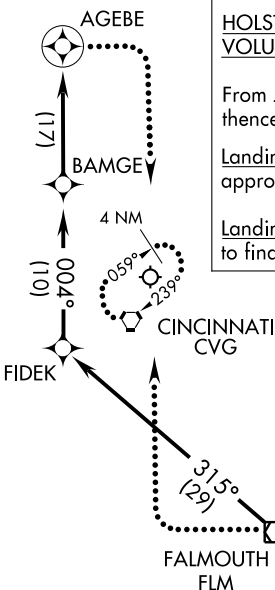
Landing North, East, West: Expect radar vectors to final approach course prior to FIDEK WP.

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

LOST COMMUNICATIONS:

At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

At FLM VOR/DME: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.



NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: VXV TRANSITION: For non-GPS equipped aircraft, ABB, CVG, FLM, GQO, HYK, LOZ, and ODF must be operational.

NOTE: HMY TRANSITION: For non-GPS equipped aircraft, ABB, FLM, and HYK must be operational.

NOTE: Chart not to scale.

JAKIE

VXV, HMY Transitions:

Turbojets: Expect to cross at 11,000'.

Non-Turbojets: Expect to cross at 9,000'.

NEWCOMBE ECB

NOTE: ECB not a transition, for holding only as assigned by ATC.

VOLUNTEER
VXV

JAKIE ONE ARRIVAL (RNAV)

TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise

ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required

NOTE: RADAR Required.

NOTE: RNAV 1

NOTE: Transponder code will be issued via
PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

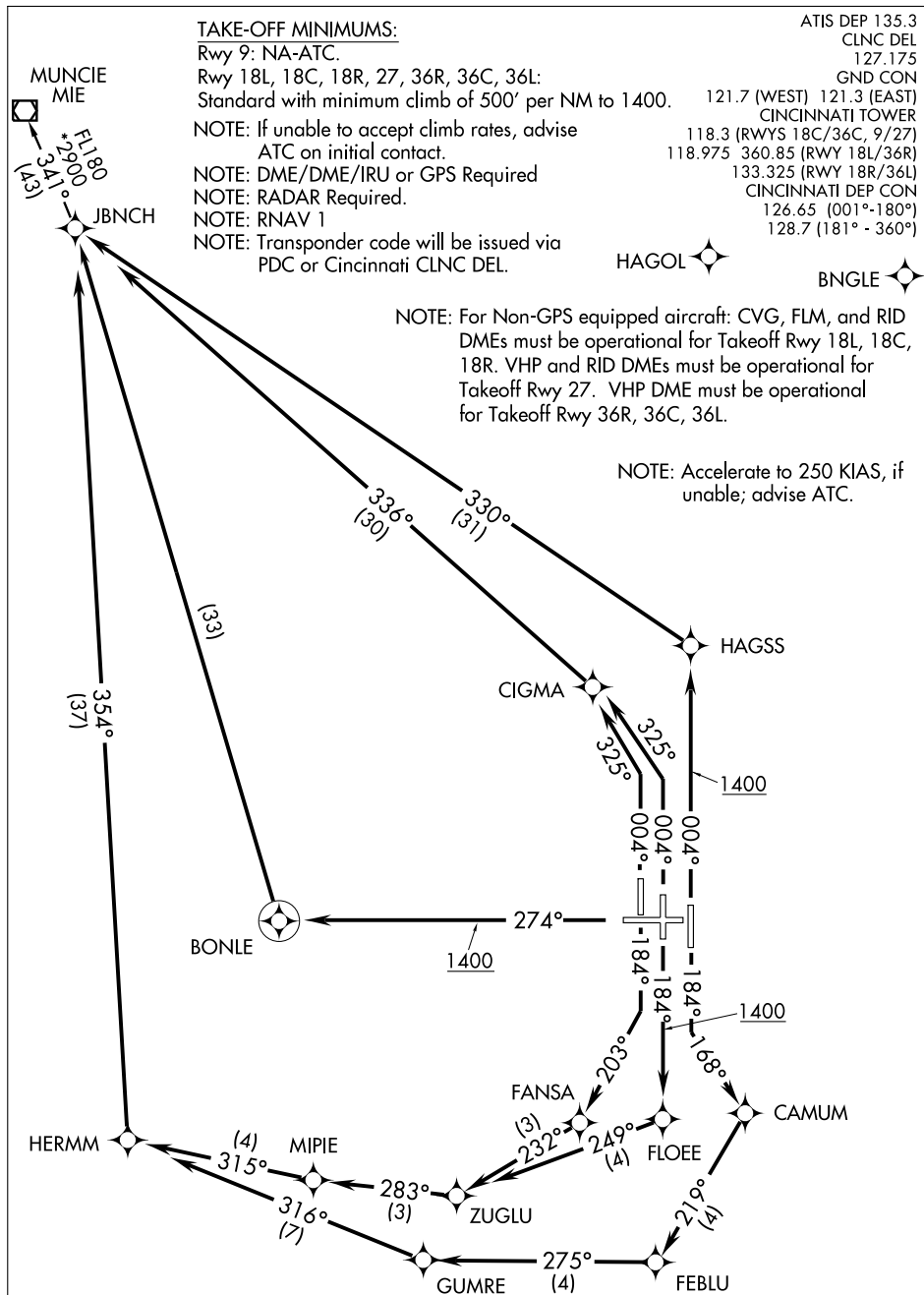
CINCINNATI DEP CON

126.65 (001°-180°)

128.7 (181° - 360°)

NOTE: For Non-GPS equipped aircraft: CVG, FLM, and RID
DMEs must be operational for Takeoff Rwy 18L, 18C,
18R. VHP and RID DMEs must be operational for
Takeoff Rwy 27. VHP DME must be operational
for Takeoff Rwy 36R, 36C, 36L.

NOTE: Accelerate to 250 KIAS, if
unable; advise ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH3.MIE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

KENLN TWO DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

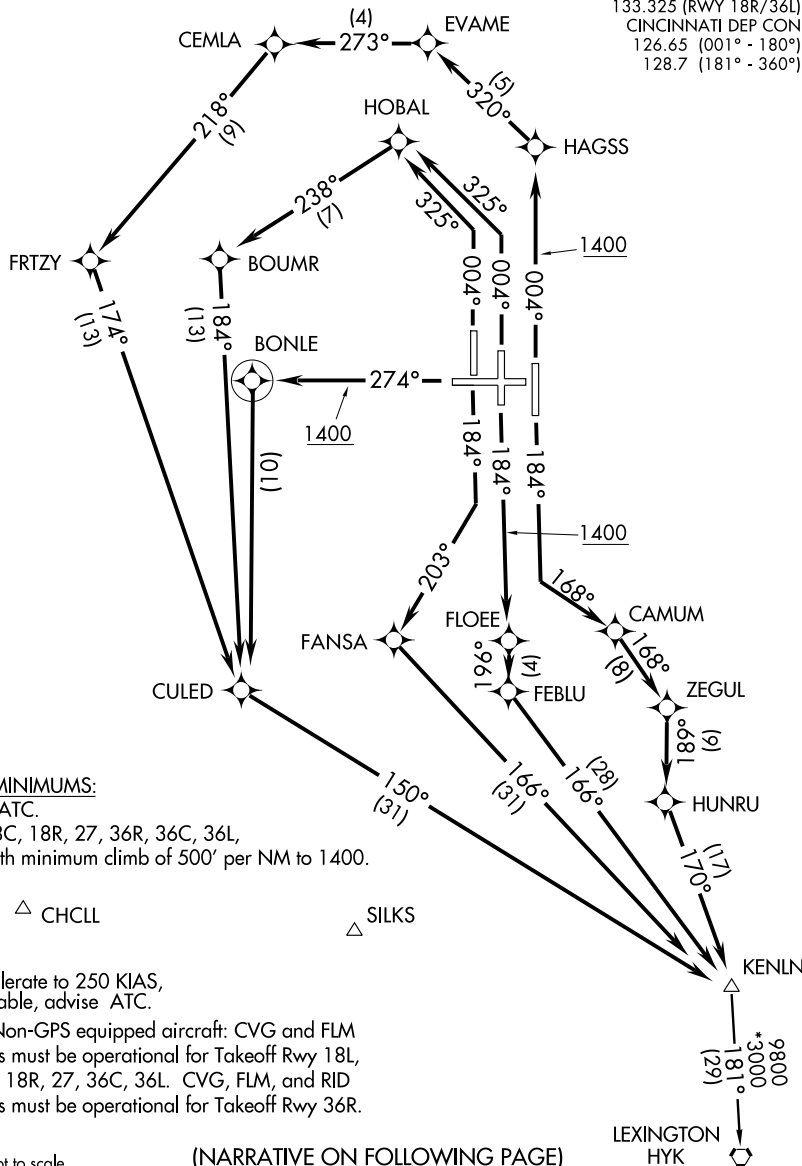
118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

CINCINNATI DEP CON

126.65 (001° - 180°)

128.7 (181° - 360°)

TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L,

Standard with minimum climb of 500' per NM to 1400.

△ CHCL

△ SILKS

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36C, 36L. CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 36R.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

KENLN TWO DEPARTURE (RNAV)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN2.HYK):TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

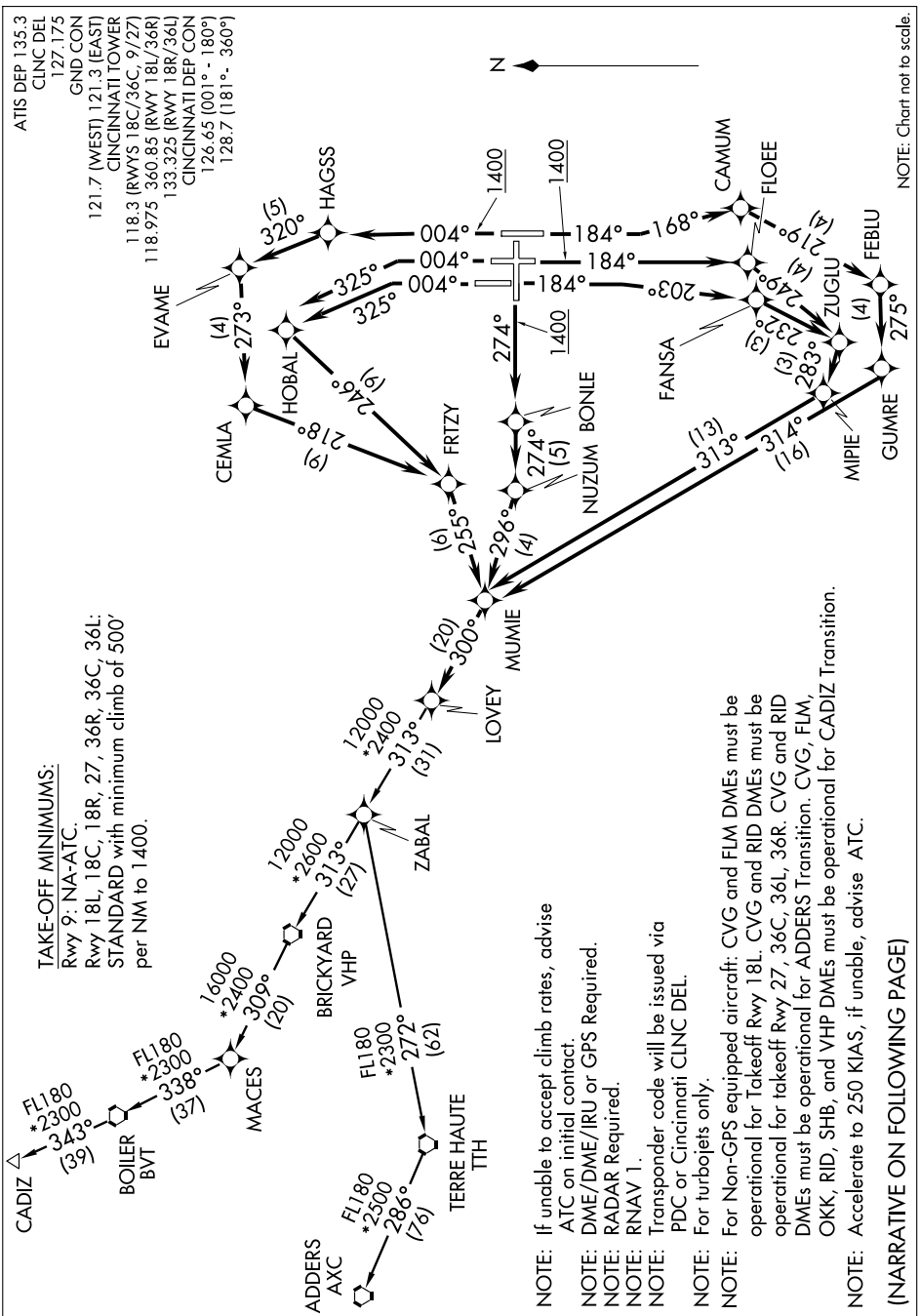
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

. . . . via depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY4.AXC)

CADIZ TRANSITION (LOVEY4.CADIZ)

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

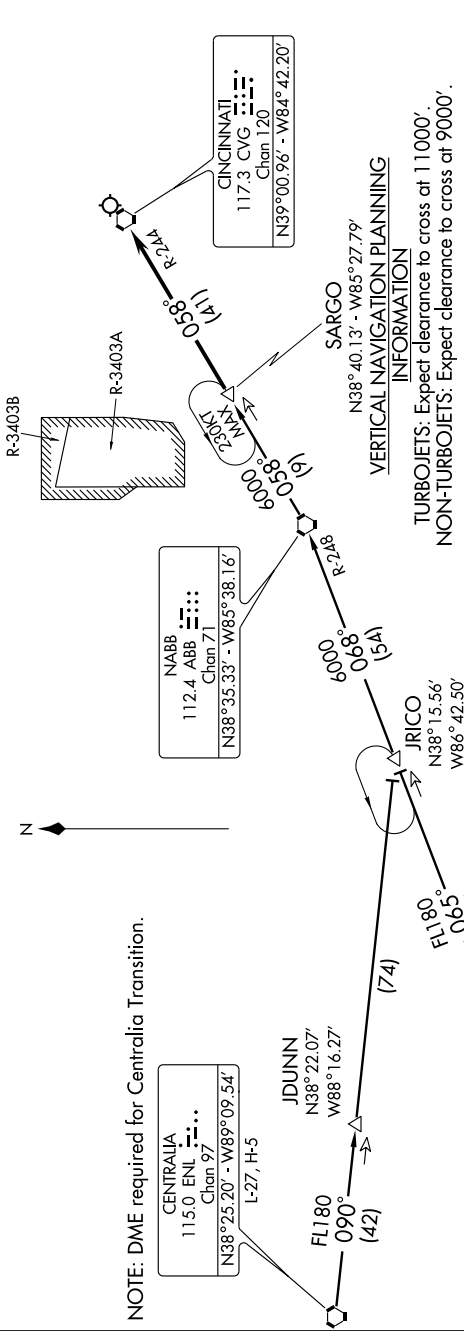
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 21 OCT 2010 to 18 NOV 2010

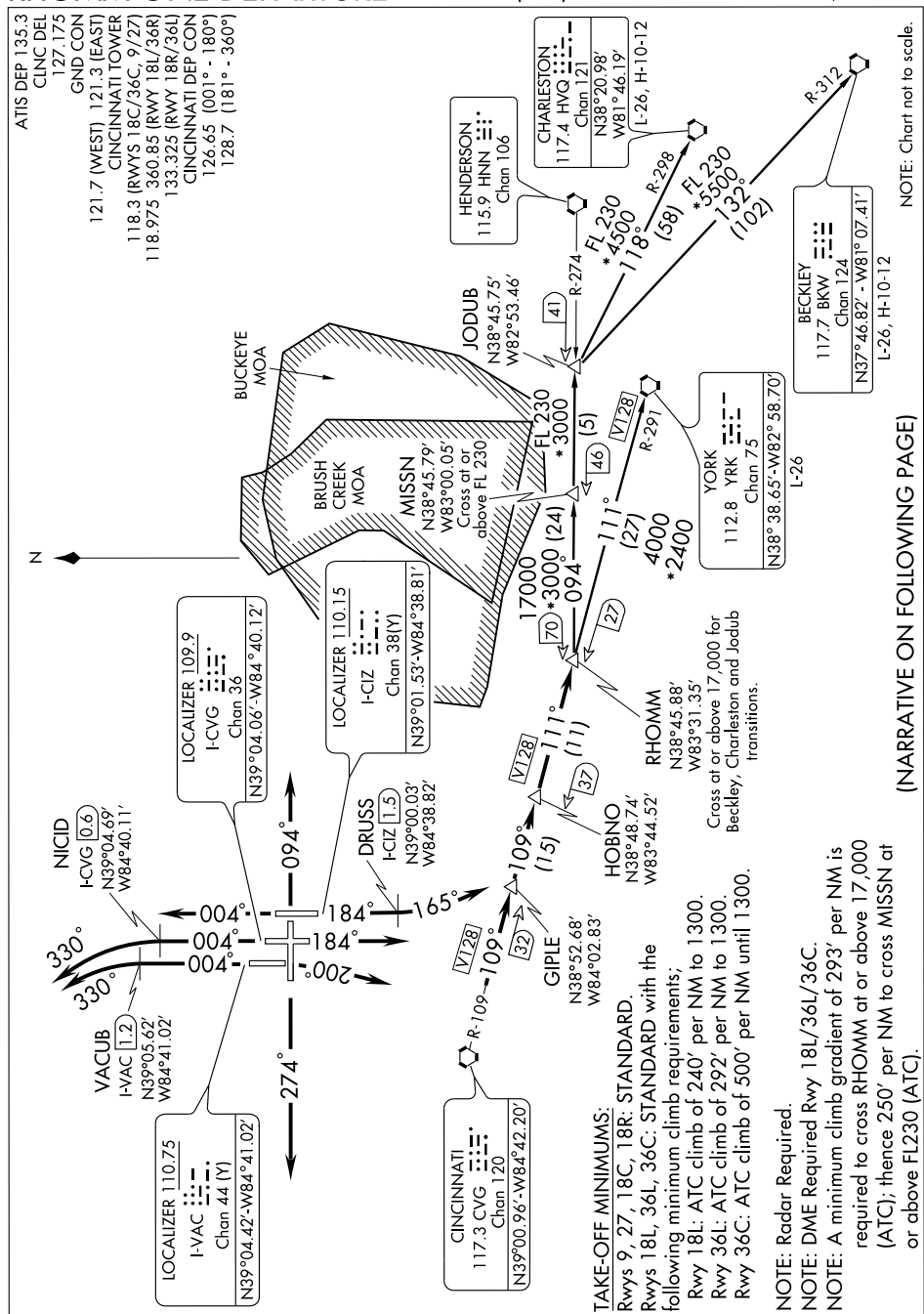
CENTRALIA TRANSITION (ENL.MOSEY5): From over ENL VORTAC via ENL R-090 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
POCKET CITY TRANSITION (PXV.MOSEY5): From over PXV VORTAC via PXV R-065 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
. . . . From over SARGO INT via ABB R-058 and CVG R-244 to CVG VORTAC. Expect radar vectors to final approach course after SARGO INT.



NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

RHOMM ONE DEPARTURE



RHOMM ONE DEPARTURE

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 21 OCT 2010 to 18 NOV 2010

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....
....expect radar vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000', all other aircraft maintain 4000'. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17,000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM1.BKW): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.

CHARLESTON TRANSITION (RHOMM1.HVQ): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.

JODUB TRANSITION (RHOMM1.JODUB): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC).

YORK TRANSITION (RHOMM1.YRK): From over RHOMM INT via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE ADVISE ATC. YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

WAAS CH 65709 W09A	APP CRS 094°	Rwy Idg 11880 TDZE 883 Apt Elev 896
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RNAV (GPS) Y RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

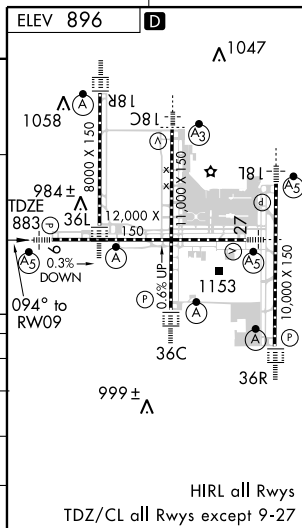
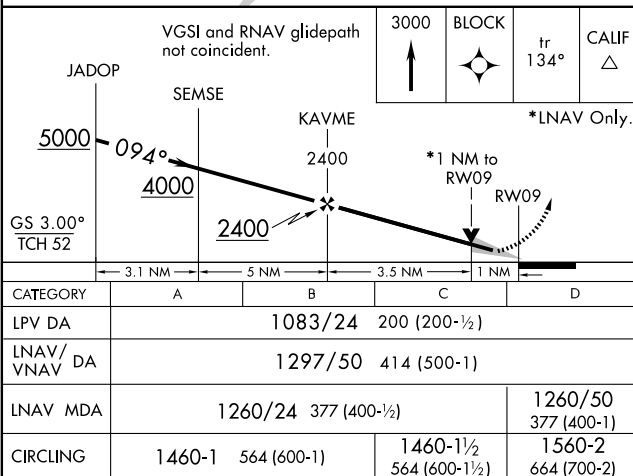
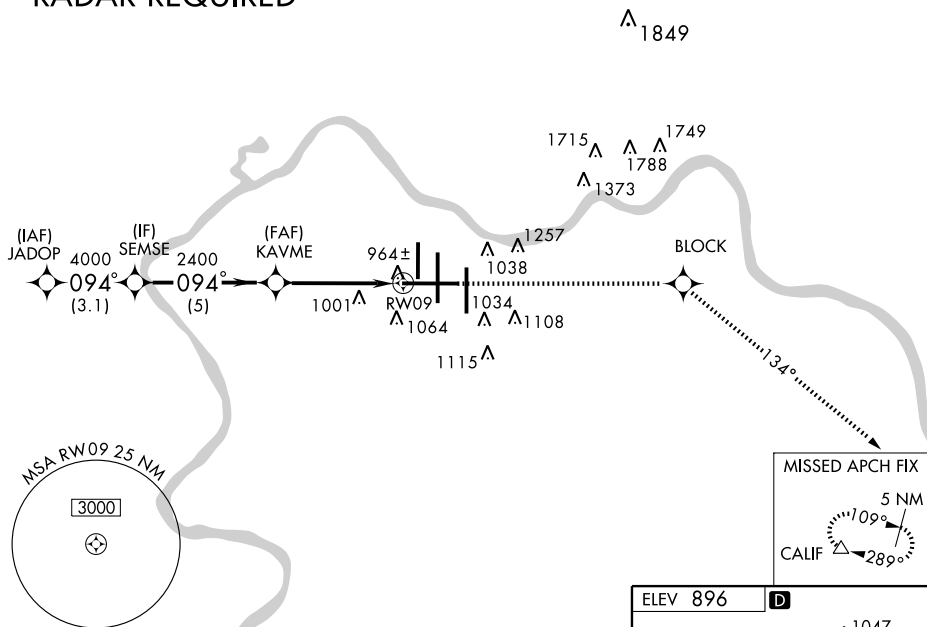
T For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000 direct BLOCK and via 134° track to CALIF and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL
ARR	DEP	119.7	254.25 (090°- 269°)	118.975	360.85 (RWY 18L/36R)	121.7 (WEST)	
134.375	135.3	123.875	363.15 (270°- 089°)	118.3	(RWYS 18C/36C, 09/27)	121.3 (EAST)	127.175
				133.325	(RWY 18R/36L)		

RADAR REQUIRED



COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL(CVG)
39°03'N-84°40'W RNAV (GPS) Y PW/Y 0

RNAV (GPS) Y RWY 9

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH 86803 W18B	APP CRS 184°	Rwy Idg 11000 TDZE 875 Apt Elev 896
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RNAV (GPS) Y RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



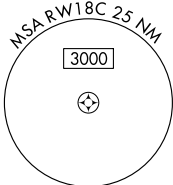
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

SSALR

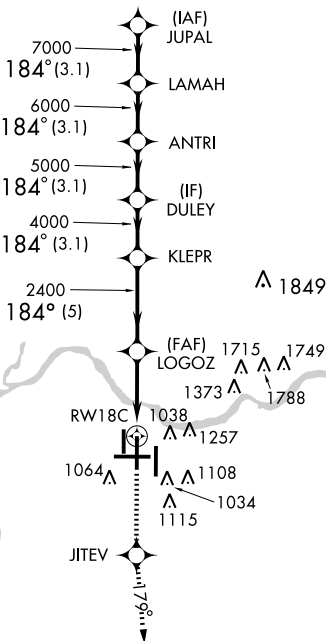


MISSED APPROACH: Climb to 3000 direct
JITEV and via 179° track to ZIRKE and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER	GND CON	CINC DEL
ARR	DEP	119.7	254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	
134.375	135.3	123.875	363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	127.175
				133.325 (RWY 18R/36L)		



RADAR REQUIRED

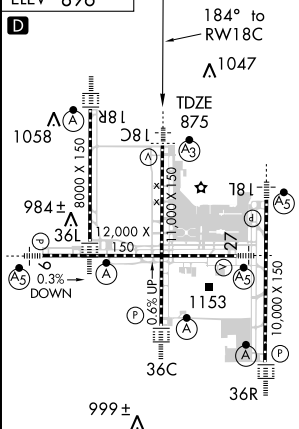


MISSED APCH FIX



ELEV 896

D



HIRL all Rwys
TDZ/CL all Rwys except 9-27

VGSI and RNAV glidepath not coincident.			
JUPAL	LAMAH	ANTRI	DULEY
8000	7000	6000	5000
GS 3.00°	TCH 55	4000	2400
3.1 NM	3.1 NM	3.1 NM	5 NM
CATEGORY			
LPV DA	1075/24 200 (200-½)		
LNAV/VNAV DA	1398/60 523 (600-1¼)		
LNAV MDA	1360/24 485 (500-½)	1360/40 485 (500-¾)	1360/50 485 (500-1)
CIRCLING	1460-1 564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

COVINGTON, KENTUCKY
Amdt 1 10154

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N - 84°40'W

RNAV (GPS) Y RWY 18C

WAAS CH 40103 W18A	APP CRS 184°	Rwy Idg 10000 TDZE 889 Apt Elev 896
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RNAV (GPS) Y RWY 18L

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

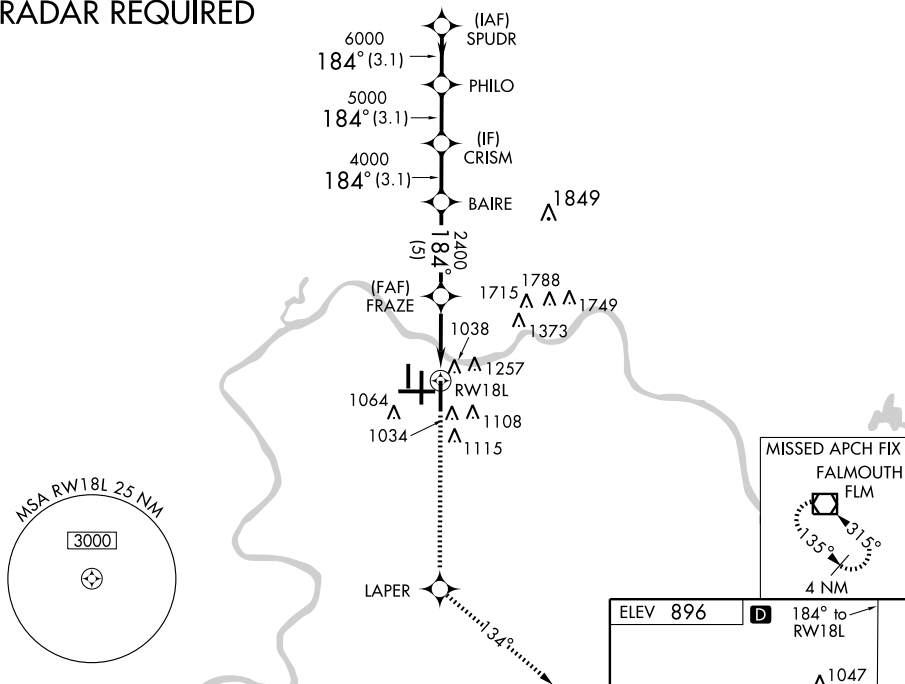
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116°F).
DME/DME RNP-0.3 NA.



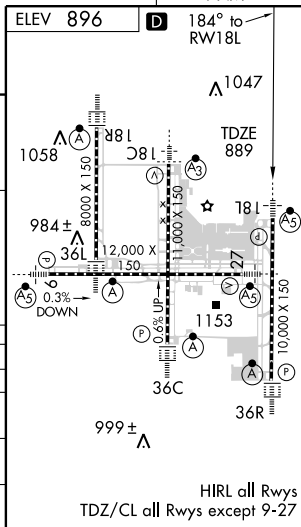
MISSED APPROACH: Climb to 3000 direct LAPER and via 134° track to FLM VOR/DME and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL
ARR	DEP						
134.375	135.3	119.7	254.25 (090°- 269°)	118.975	360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
		123.875	363.15 (270°- 089°)	118.3	(RWYS 18C/36C, 09/27)	121.3 (EAST)	
				133.325	(RWY 18R/36L)		

RADAR REQUIRED



VGSI and RNAV glidepath not coincident.					3000 ↑		LAPER ✦		134° tr		FLM ◻	
SPUDR 7000 184° PHILO 6000 CRISM 5000 BAIRE 4000 FRAZE 2400 RWY 18L					3.1 NM		3.1 NM		3.1 NM		5 NM	
GS 3.00° TCH 55					3.3 NM		*1.3 NM to RW18L		RW18L		*LNAV Only	
CATEGORY					A		B		C		D	
LPV DA					1089/24		200 (200-½)					
LNAV/ VNAV DA					1395/60		506 (500-1¼)					
LNAV MDA					1360/24 471 (500-½)		1360/40 471 (500-¾)		1360/50 471 (500-1)			
CIRCLING					1460-1 564 (600-1)		1460-1½ 564 (600-1½)		1560-2 664 (700-2)			



WAAS CH 58099 W18D	APP CRS 184°	Rwy Idg TDZE 868 Apt Elev 896	8000 868 896
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RNAV (GPS) Y RWY 18R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

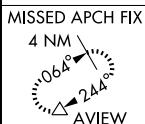
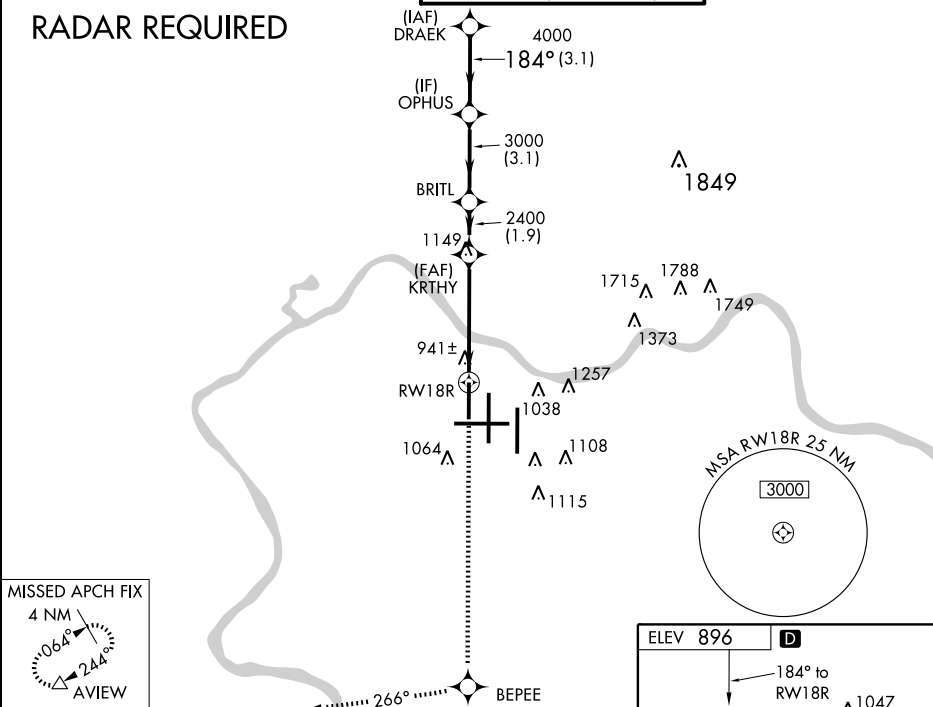
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000
direct BEPEE and via 266° track to
AVIEW and hold.

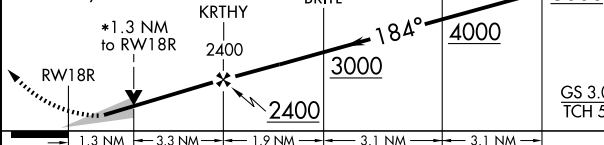
ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375	DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	121.7 (WEST) 121.3 (EAST)	127.175
		118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)		

RADAR REQUIRED

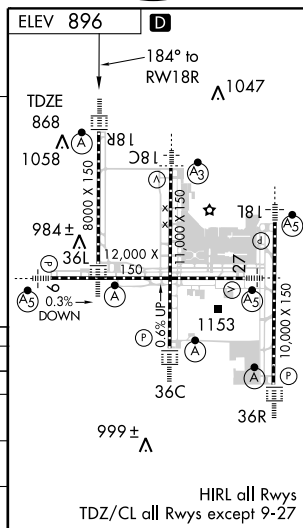


3000	BEPEE	tr 266°	AVIEW
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*LNAV only.



CATEGORY	A	B	C	D
LPV DA		1068/24	200 (200-½)	
LNAV/VNAV DA		1321/50	453 (500-1)	
LNAV MDA	1320/24	452 (500-½)	1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)



WAAS CH 86809 W27A	APP CRS 274°	Rwy Idg 12000 TDZE 875 Apt Elev 896
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RNAV (GPS) Y RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALS

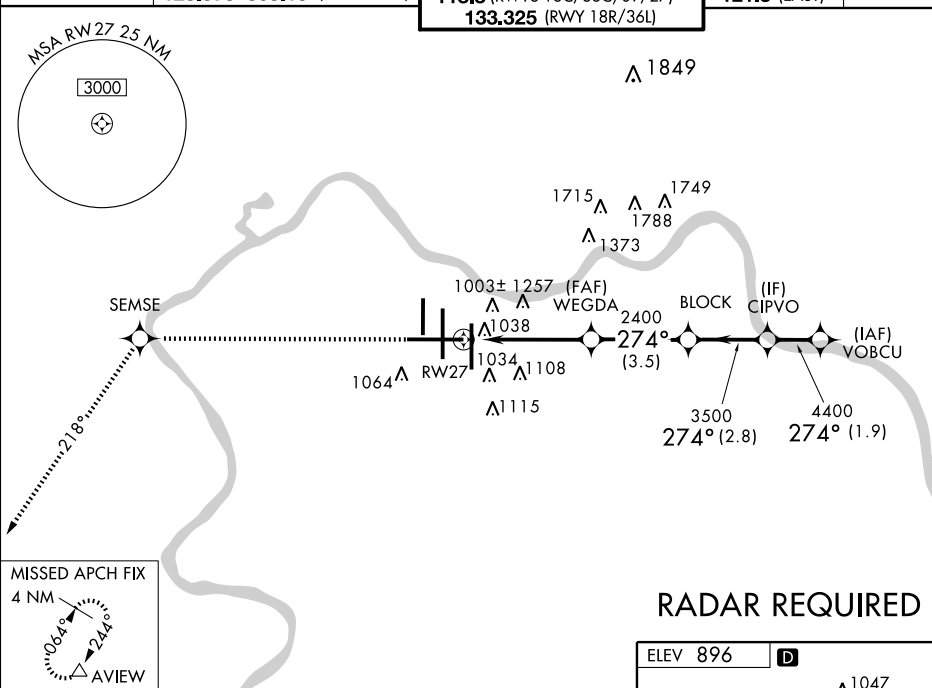


MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

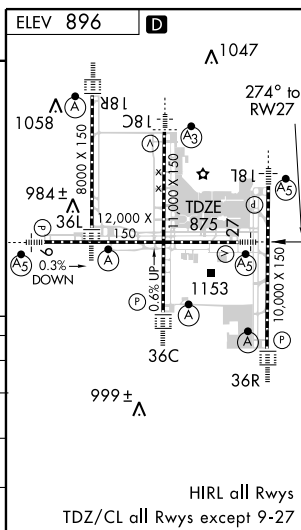
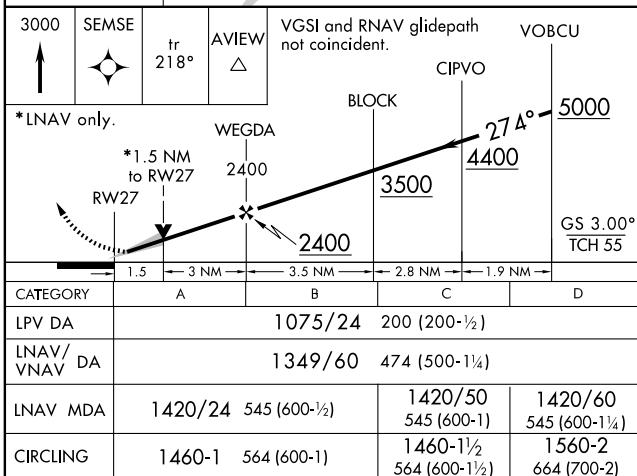
ATIS		CINCINNATI APP CON	
ARR	DEP	119.7	254.25 (090°- 269°)
134.375	135.3	123.875	363.15 (270°- 089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127-175

RADAR REQUIRED



COVINGTON, KENTUCKY
Orig 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL(CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 27

WAAS CH 97609 W36B	APP CRS 004°	Rwy Idg 11000 TDZE 851 Apt Elev 896
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RNAV (GPS) Y RWY 36C

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

ARR	ATIS	DEP
134.375		135.3

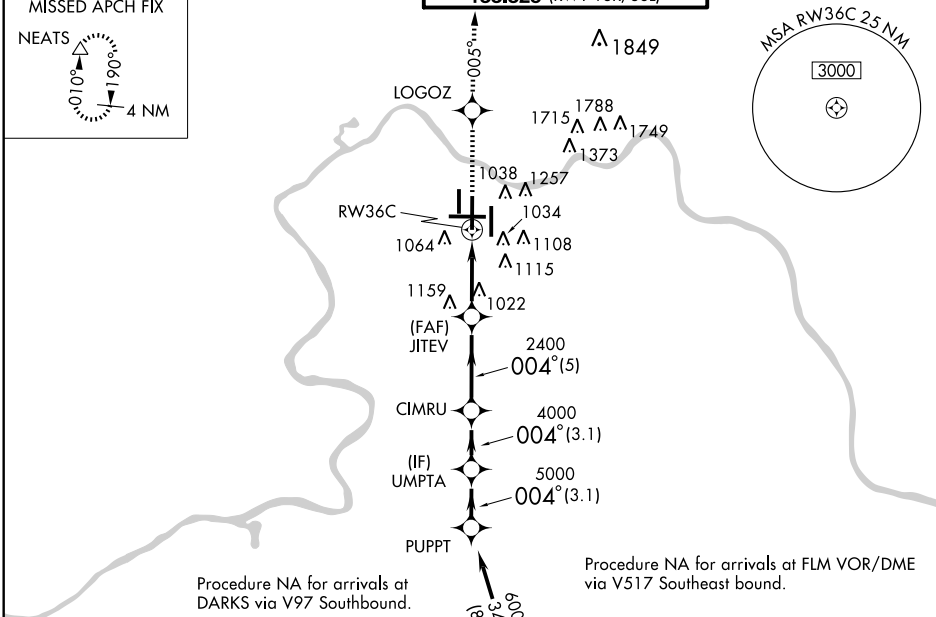
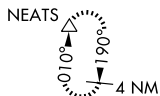
CINCINNATI APP CON
119.7 254.25 (090°- 269°)
123.875 363.15 (270°- 089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

MISSED APCH FIX



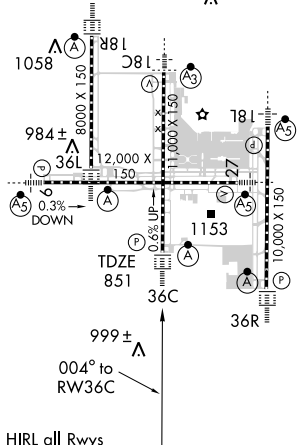
Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME
via V517 Southeast bound.

ELEV 896



^1047



HIRL all Rwy's
TDZ/CL all Rwy's except 9-27

3000 ↑		LOGOZ ✦		NEATS △		VGS1 and RNAV glidepath not coincident.		Procedure Turn NA	
*RNAV only.		tr 005°		△					
CATEGORY		A		B		C		D	
LPV DA				1051/24		200 (200-½)			
RNAV/ VNAV				1347/60		496 (500-¼)			
RNAV MDA		1400/24	549 (600-½)	1400/50 549 (600-1)		1400/60 549 (600-¼)			
CIRCLING		1460-1	564 (600-1)	1460-1½ 564 (600-1½)		1560-2 664 (700-2)			

COVINGTON, KENTUCKY

Amdt 1 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 36C

WAAS CH 49099 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	8000 873 896
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RNAV (GPS) Y RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or
above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSIF-2



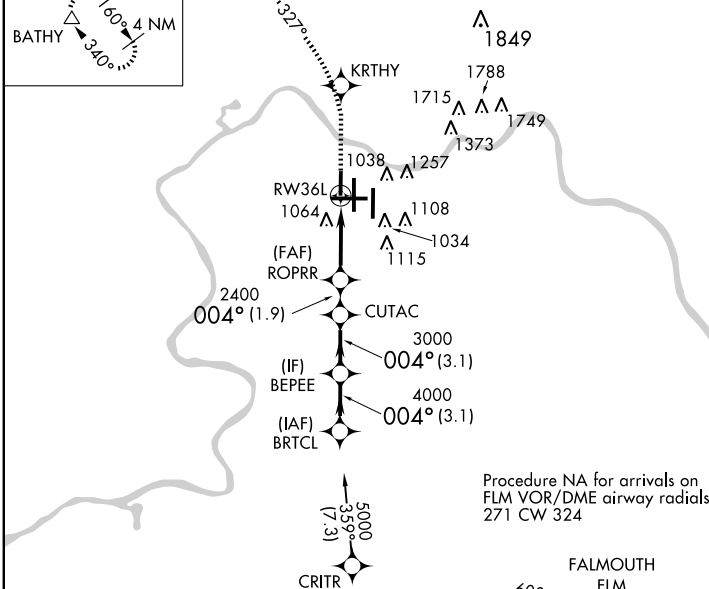
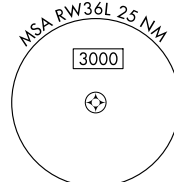
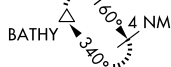
MISSED APPROACH: Climb to 3000 direct KRTHY
and via 327° track to BATHY and hold.

ATIS	ARR	DEP	CINCINNATI APP CON
			119.7 254.25 (090°-269°)
	134.375	135.3	123.875 363.15 (270°-089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON	CLNC DEL
121.7 (WEST)	127.175
121.3 (EAST)	

MISSED APCH FIX



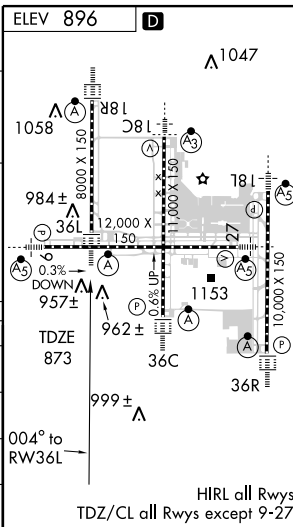
Procedure NA for arrivals on
FLM VOR/DME airway radials
271 CW 324

FALMOUTH

FLM

6000
287°
(17.3)

	BRTCL	BEPEE	CUTAC	ROPRR	RW36L
Procedure Turn NA	5000	4000	3000	2400	2400
GS 3.00° TCH 55					
	3.1 NM	3.1 NM	1.9 NM	3.4 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA		1073/24	200 (200-½)		
LNAV/VNAV DA		1383/60	510 (500-1¼)		
LNAV MDA	1300/24	427 (500-½)	1300/40 427 (500-¾)	1300/50 427 (500-1)	
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)	



HIRL all Rwys
TDZ/CL all Rwys except 9-27

WAAS CH 42709 W36D	APP CRS 004°	Rwy Idg 10000 TDZE 896 Apt Elev 896
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RNAV (GPS) Y RWY 36R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 3000
direct to BAIRE and via 081° track
to MOAKS and hold.

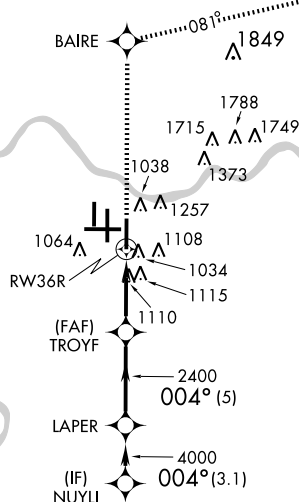
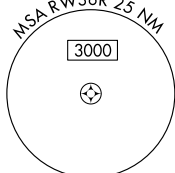
ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)
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CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON 121.7 (WEST) 121.3 (EAST)	CLNC DEL 127.175
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MISSED APCH FIX

MOAKS

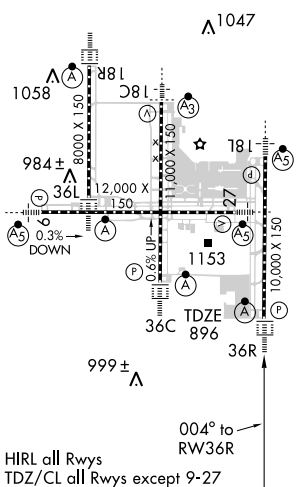


Procedure NA for arrivals at
DARKS via V97 Southbound.

Procedure NA for arrivals at
FLM VOR/DME via V517
Southeastbound.

ELEV 896

D



3000	BAIRE	tr 081°	MOAKS	VGSI and RNAV glidepath not coincident.	NUUYLI
					5000
*LNAV only.		*1.2 NM to RWY 36R		Procedure Turn NA	
RWY 36R		TROYF		GS 3.00° TCH 55	
1.2		3.3 NM		5 NM	
A		B		C	
LPV DA		1096/24		200 (200-½)	
LNAV/VNAV DA		1340/50		444 (500-1)	
LNAV MDA		1360/24		464 (500-½)	
CIRCLING		1460-1		564 (600-1)	
				1360/50	
				464 (500-¾)	
				1460-1½	
				564 (600-1½)	
				1560-2	
				664 (700-2)	

COVINGTON, KENTUCKY

Amdt 1 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 36R

APP CRS **094°**
Rwy Idg **11880**
TDZE **883**
Apt Elev **896**

RNAV (RNP) Z RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



NA

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

ATIS
ARR **134.375** DEP **135.3**
CINCINNATI APP CON
119.7 254.25 (090°- 269°)
123.875 363.15 (270°- 089°)

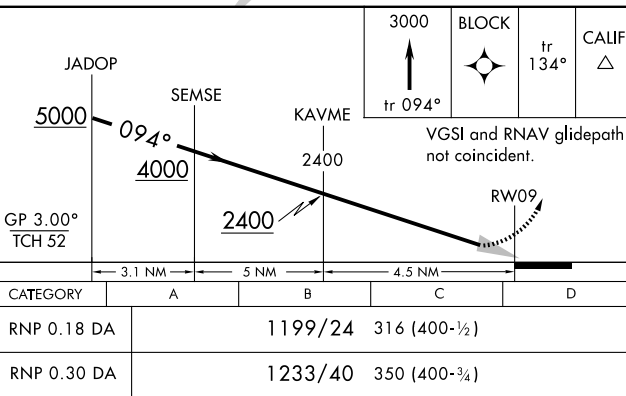
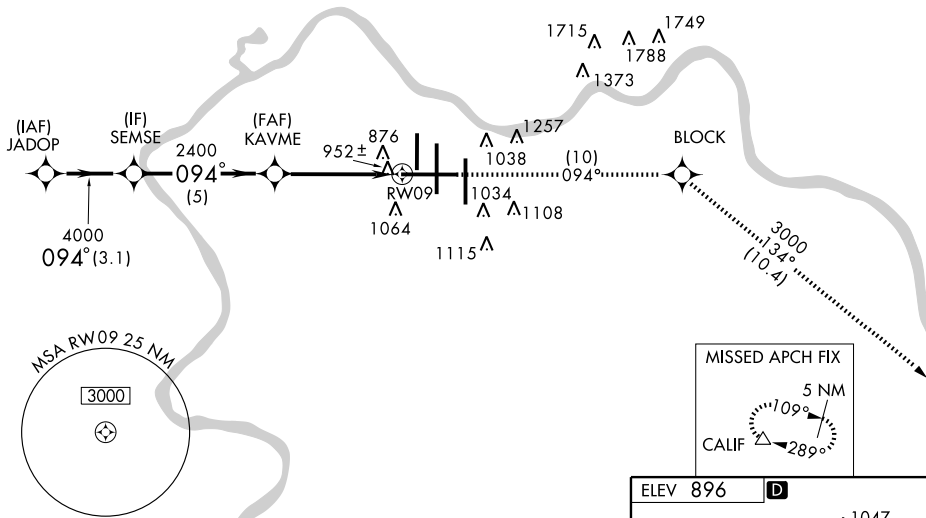
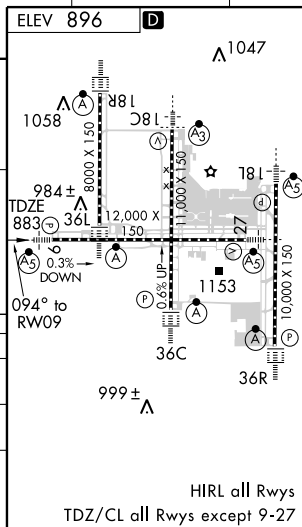
CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED

A 1849

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

APP CRS	Rwy Idg	11000
184°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Visibility reduction by helicopters NA.

SSALR



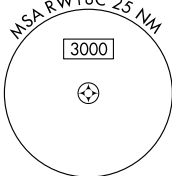
MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

ATIS		CINCINNATI APP CON	
ARR	DEP	119.7	254.25 (090°- 269°)
134.375	135.3	123.875	363.15 (270°- 089°)

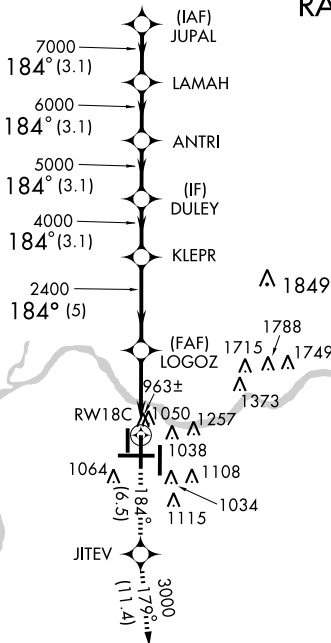
CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175



RADAR REQUIRED

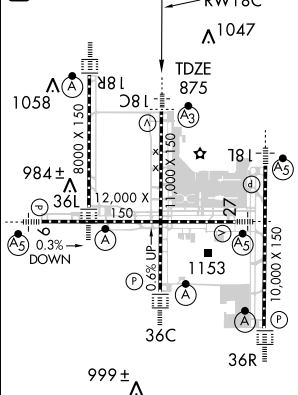


MISSED APCH FIX



ELEV 896

D



HIRL all Rwys
TDZ/CL all Rwys except 9-27

JUPAL				VGSI and RNAV glidepath not coincident.				3000				JITEV				179° tr				ZIRKE			
8000				784°				7000				6000				5000				4000			
GP 3.00°				TCH 55				2400				2400				2400				2400			
—3.1 NM				—3.1 NM				—3.1 NM				—3.1 NM				—5 NM				—4.6 NM			
CATEGORY				A				B				C				D							
RNP 0.15 DA								1321/50				446 (500-1)											
RNP 0.30 DA								1389/60				514 (600-1¼)											

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 18L

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Idg	10000
184°	TDZE	889
	Apt Elev	896

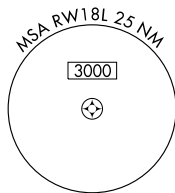
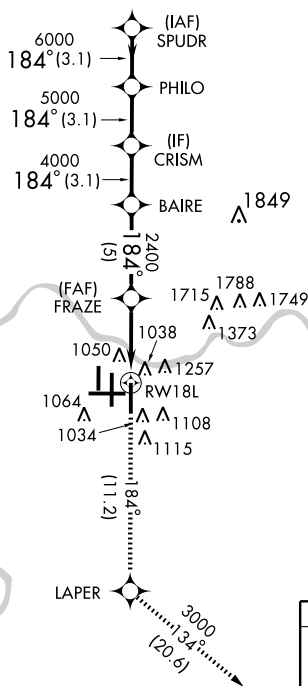
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.



MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

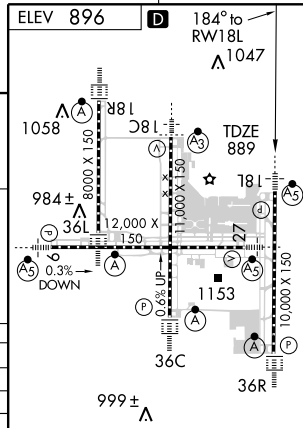
ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CINC DEL
ARR	DEP						
134.375	135.3	119.7	254.25 (090°- 269°)	118.975	360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
		123.875	363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)		121.3 (EAST)	
				133.325 (RWY 18R/36L)			

RADAR REQUIRED



VGSI and RNAV glidepath not coincident.				
SPUDR	PHILO	CRISM	BAIRE	FRAZE
7000	6000	5000	4000	2400
GP 3.00°				
TCH 55				
3.1 NM	3.1 NM	3.1 NM	5 NM	4.5 NM
CATEGORY	A	B	C	D
RNP 0.21 DA		1272/40	383 (400-¾)	
RNP 0.25 DA		1283/50	394 (400-1)	
RNP 0.30 DA		1472-1½	583 (600-1½)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rwy's
TDZ/CL all Rwy's except 9-27

APP CRS	Rwy Idg	8000
184°	TDZE	868
	Apt Elev	896

RNAV (RNP) Z RWY 18R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T For Inoperative ALSR, increase RNP 0.29 visibility to RVR 8000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required.

ALSF-2



MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

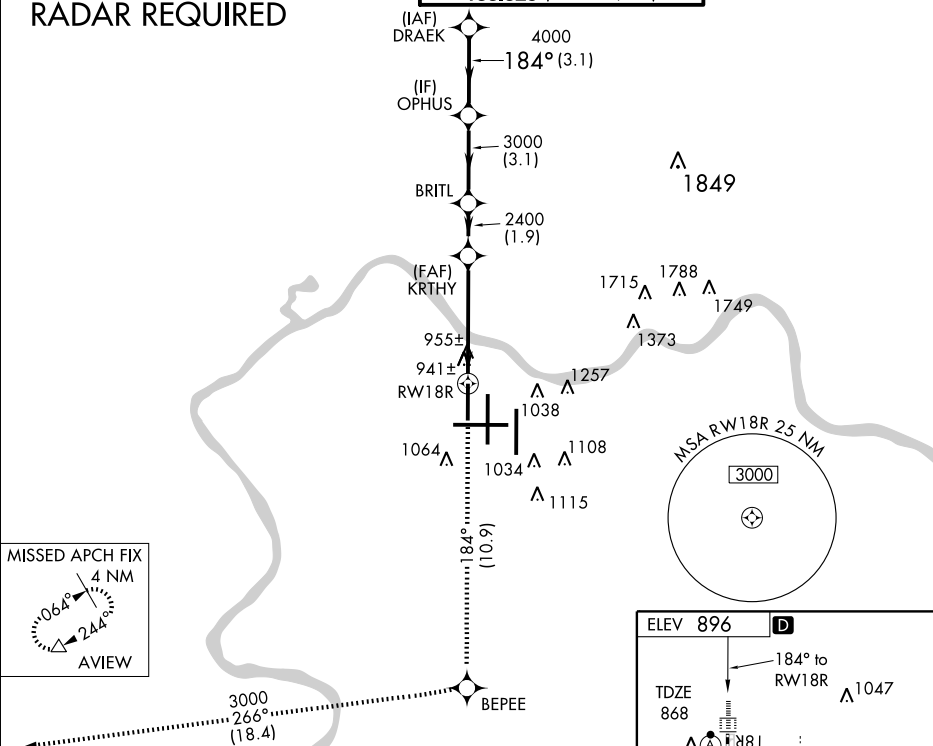
ATIS	CINCINNATI APP CON
ARR DEP	119.7 254.25 (090°- 269°)
134.375 135.3	123.875 363.15 (270°- 089°)

CINCINNATI TOWER
75 360.85 (RWY 18L/36R)
3 (RWYS 18C/36C, 09/27)
33.325 (RWY 18R/36L)

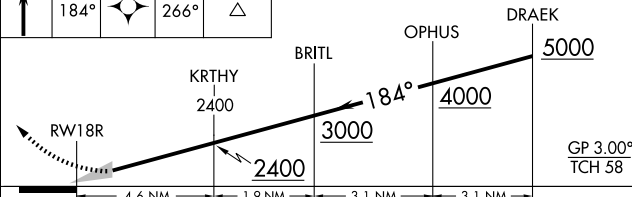
GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED

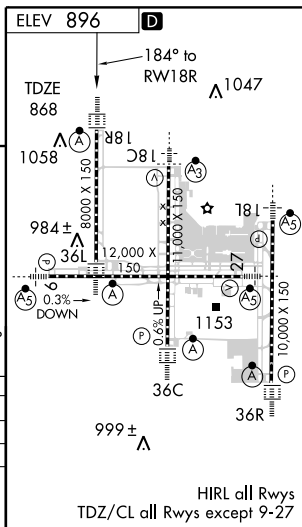


3000 ↑	tr 184°	BEPEE ✦	tr 266°	AVIEW △
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CATEGORY	A	B	C	D
RNP 0.29 DA		1243/40	375 (400- $\frac{3}{4}$)	
RNP 0.30 DA		1281/50	413 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



COVINGTON, KENTUCKY
Orig 10154

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W DME/V (DME) 3 DME/V 18D

RNAV (RNP) Z RWY 18R

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	12000
274°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

MALS



MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold

ARR	ATIS	DEP
134.375		135.3

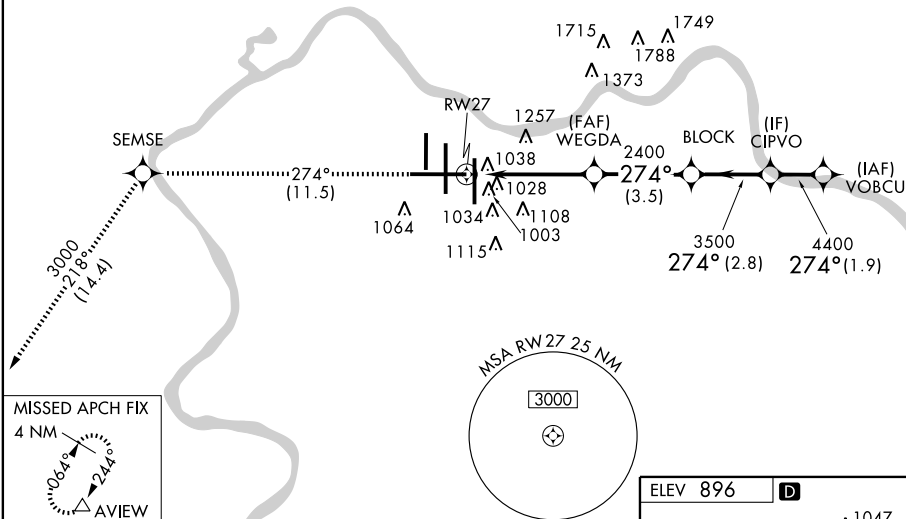
CINCINNATI APP CON
119.7 254.25 (090°- 269°)
123.875 363.15 (270°- 089°)



CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127,175

RADAR REQUIRED



3000 ↑ tr 274°	SEMSE 	tr 218°	AVIEW 
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VORCU

BLOCK

27°

5000

4400

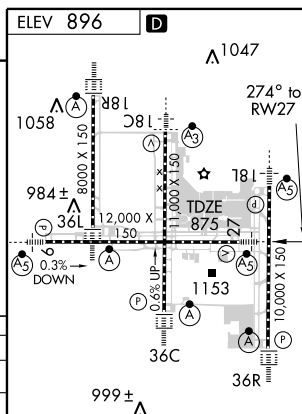
3500

GP 3.0
TCH 5

VGSI and RNAV glidepath
not coincident.

CATEGORY	A	B	C	D
RNP 0.15 DA		1296/50	421 (400-1)	
RNP 0.23 DA		1378/60	503 (500-1¼)	
RNP 0.30 DA		1445-1½	570 (600-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

COVINGTON, KENTUCKY
Orig 10154

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL(CVG)

39°03'N-84°40'W

RNAV (RNP) Z RWY 27

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	11000
004°	TDZE	851
	Apt Elev	896

RNAV (RNP) Z RWY 36C

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

V For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA.

Δ NA For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS REQUIRED.

ALSF-2



MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

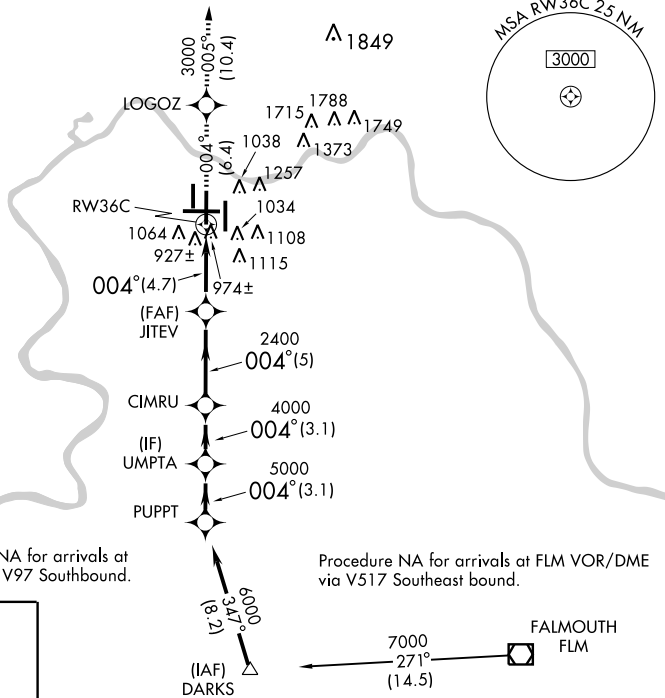
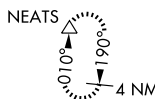
ARR	DEP	CINCINNATI APP CON
134.375	135.3	119.7 254.25 (090° - 269°)
		123.875 363.15 (270° - 089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

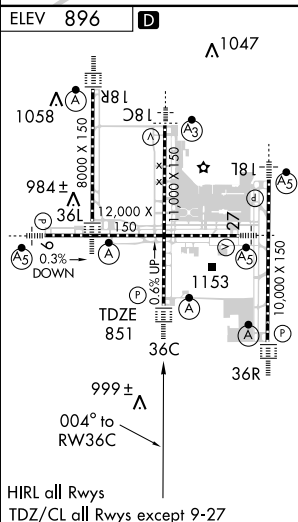
CLNC DEL
127.175

MISSED APCH FIX



Procedure NA for arrivals at DANKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 Southeast bound.



3000	LOGOZ	tr 004°	NEATS	VGSI and RNAV glidepath not coincident.	Procedure Turn NA
					PUPPT
					6000
					5000
					4000
					2400
					4.7 NM
					5 NM
					3.1 NM
					3.1 NM
CATEGORY	A	B	C	D	
RNP 0.24 DA		1295/50	444 (400-1)		
RNP 0.30 DA		1318/60	467 (500-1¼)		
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED					

APP CRS	Rwy Idg	8000
004°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

V GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative **NA** ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000.

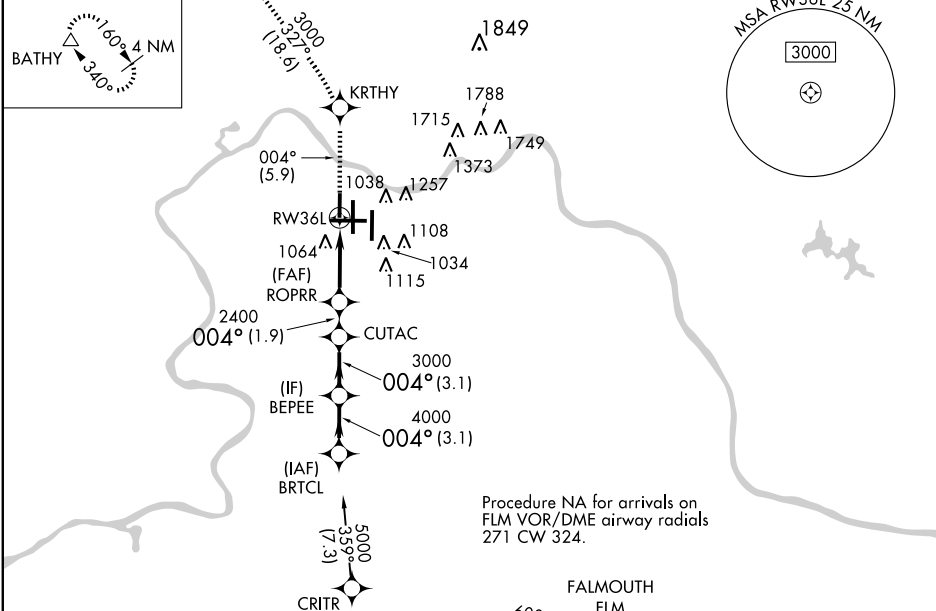
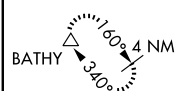
ALSF-2



MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP			
134.375	135.3	119.7 254.25 (090°-269°)	121.7 (WEST)	127.175
		123.875 363.15 (270°-089°)	121.3 (EAST)	
		118.975 360.85 (RWY 18L/36R)		
		118.3 (RWYS 18C/36C, 09/27)		
		133.325 (RWY 18R/36L)		

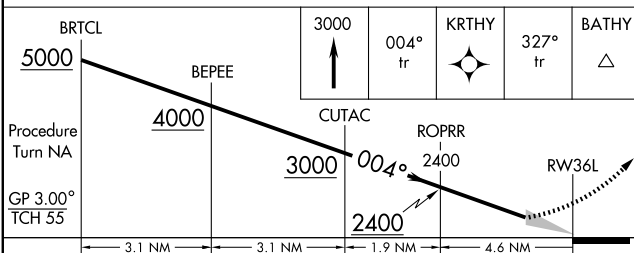
MISSED APCH FIX



Procedure NA for arrivals on FLM VOR/DME airway radials 271 CW 324.

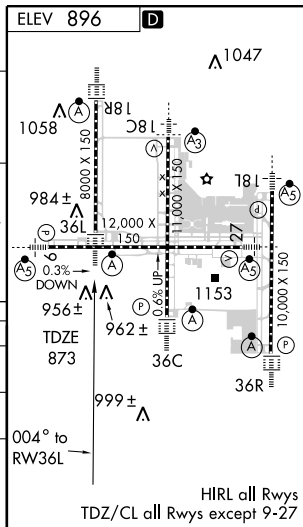
FALMOUTH

FLM



CATEGORY	A	B	C	D
RNP 0.29 DA		1261/40	388 (400-¾)	
RNP 0.30 DA		1264/50	391 (400-1)	

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rwy's
TDZ/CL all Rwy's except 9-27

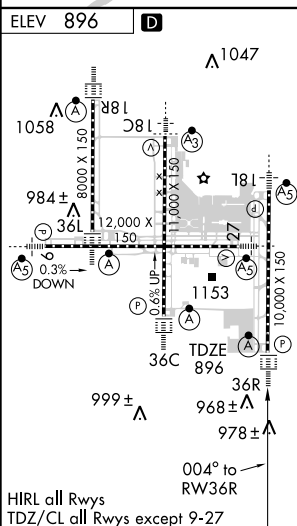
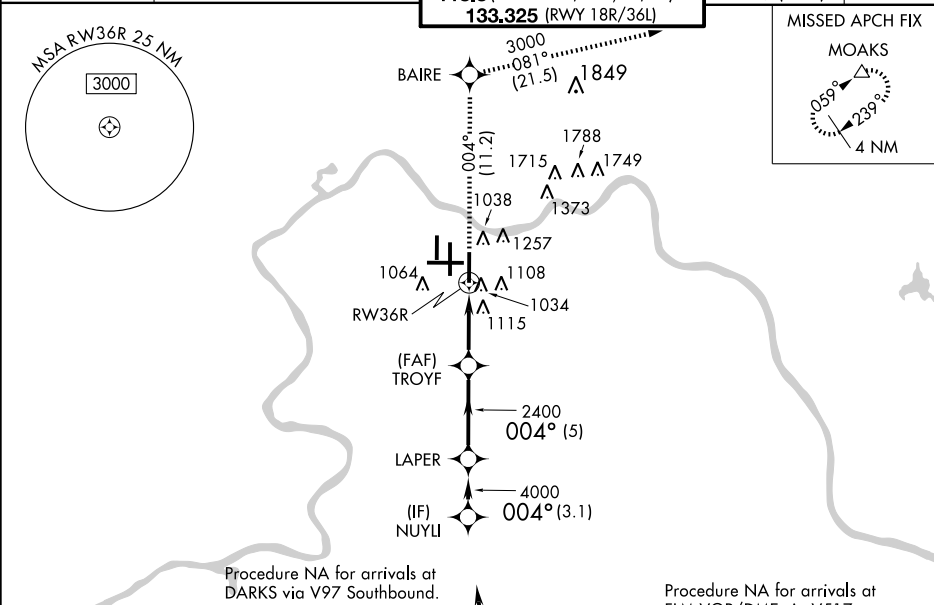
APP CRS	Rwy Idg	10000
004°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

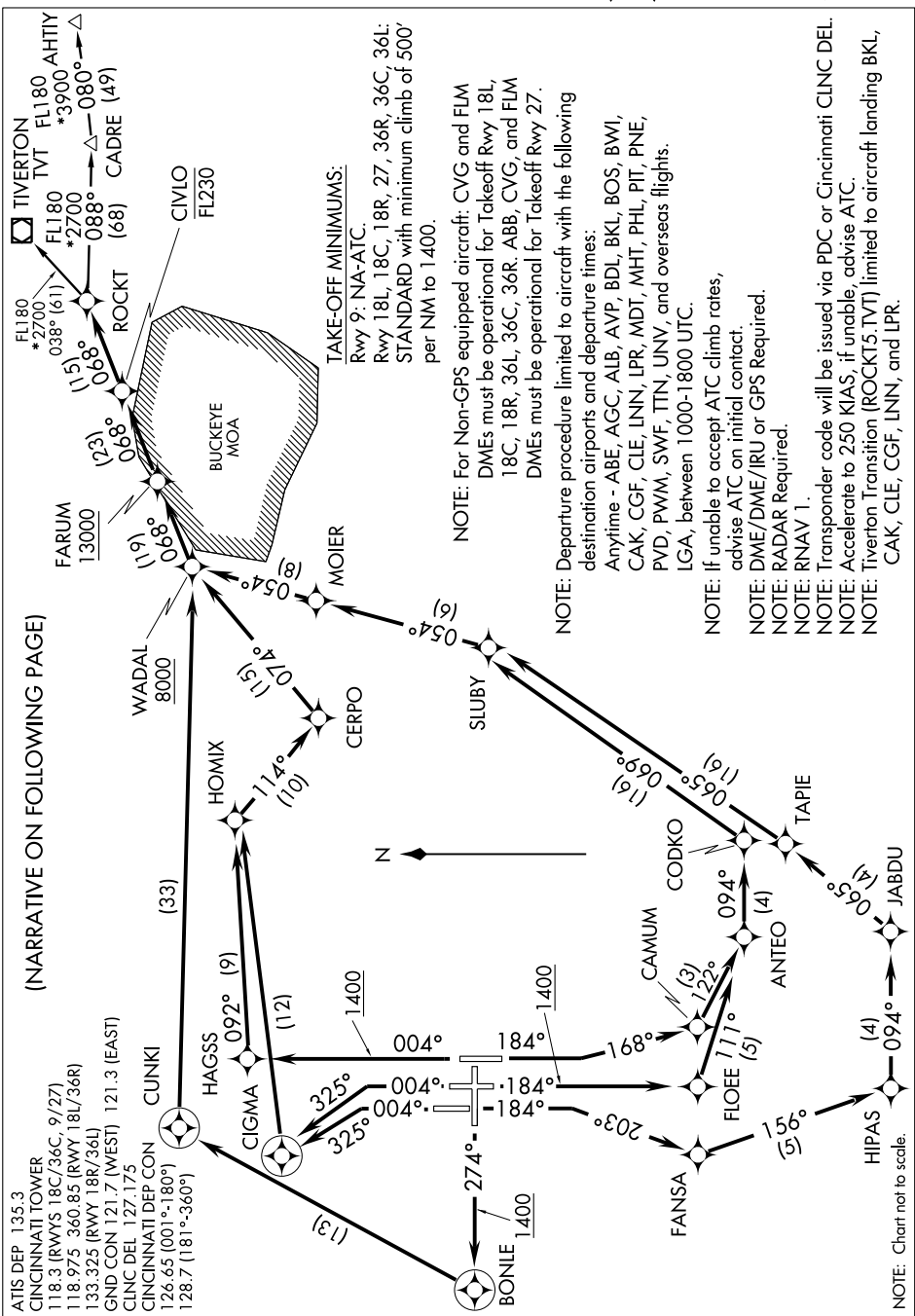
<p>GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Visibility reduction by helicopters NA.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.</p>
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<p>ARR</p> <p>134.375</p>	<p>ATIS</p> <p>135.3</p>	<p>CINCINNATI APP CON</p> <p>119.7 254.25 (090°-269°)</p> <p>123.875 363.15 (270°-089°)</p>	<p>CINCINNATI TOWER</p> <p>118.975 360.85 (RWY 18L/36R)</p> <p>118.3 (RWYS 18C/36C, 09/27)</p> <p>133.325 (RWY 18R/36L)</p>	<p>GND CON</p> <p>121.7 (WEST)</p> <p>121.3 (EAST)</p>	<p>CLNC DEL</p> <p>127.175</p>
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3000	tr 004°	BAIRE	tr 081°	MOAKS	VGSI and RNAV glidepath not coincident.	LAPER	NUyli
						004°	5000
						4000	Procedure Turn NA
						2400	GP 3.00°
							TCH 55
						4.5 NM	5 NM
							3.1 NM
CATEGORY	A	B	C	D			
RNP 0.16 DA		1284/40	388 (400-¾)				
RNP 0.20 DA		1295/50	399 (400-1)				
RNP 0.30 DA		1329/50	433 (500-1)				

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

. . . . via depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY):

TIVERTON TRANSITION (ROCKT5.TVT):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SARGO ONE ARRIVAL (RNAV)

COVINGTON, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010

CINCINNATI APP CON
119.75 254.25
ATIS ARR
134.375

LOST COMMUNICATIONS:

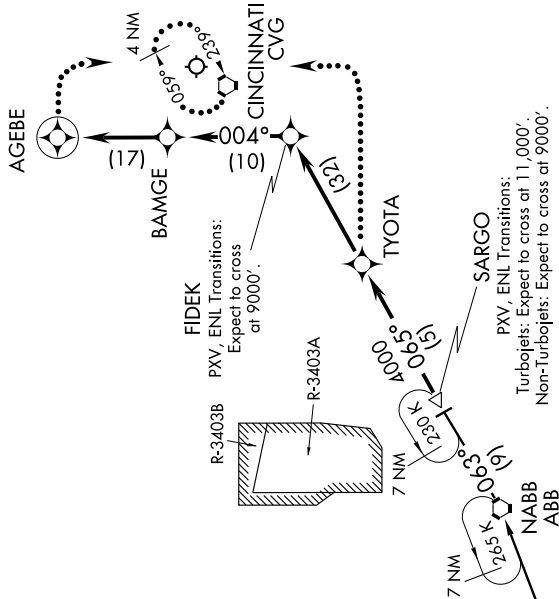
AT AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

AI TYOTA: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: CENTRALIA TRANSITION: For No aircraft ILL, ABB, and FLW must be

POCKET CITY
PXV

NOTE: Chart not to scale.



CENTRALIA TRANSITION (ENL.SARGO1):
POCKET CITY TRANSITION (PXV.SARGO1):

From SARGO WP via 065° track to TYOTA WP, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP

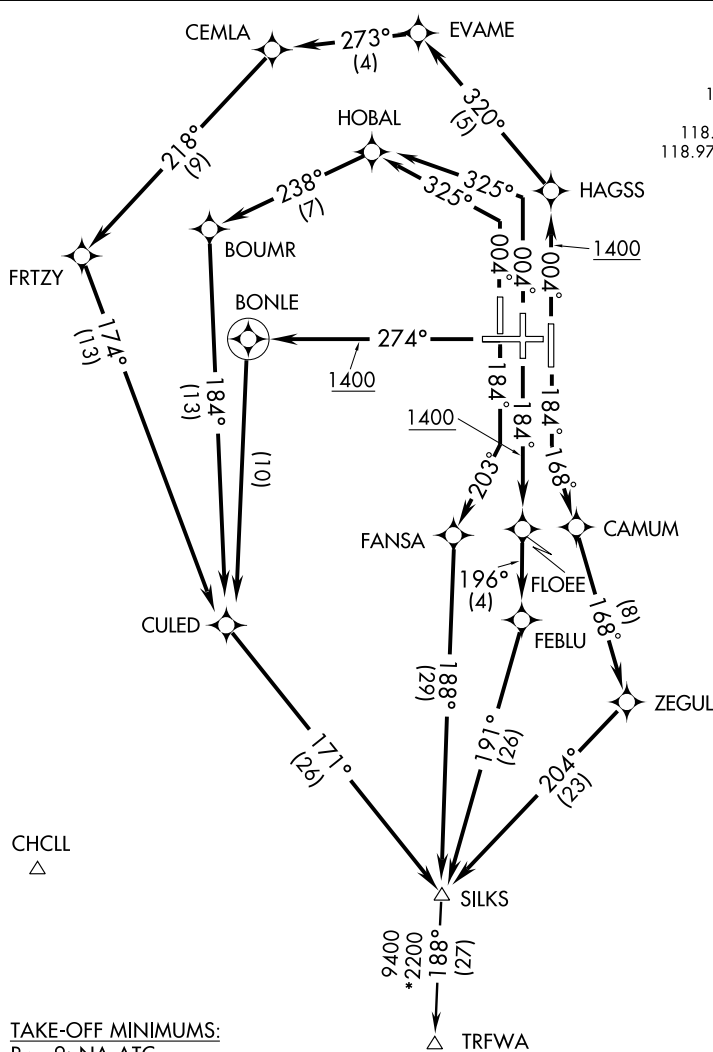
Landing East, West, North: Expect radar vectors to final approach course prior to FIDEK WP.

SARGO ONE ARRIVAL (RNAV)

(SARGO.SARGO1) 09295

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL

SE-1. 21 OCT 2010 to 18 NOV 2010



ATIS DEP 135.3
 CLNC DEL
 127.175
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 CINCINNATI DEP CON
 126.65 (001° - 180°)
 128.7 (181° - 360°)

TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: STANDARD
 with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36C, 36L. CVG, FLM, and RID DMEs must be operational for Takeoff Rwy 36R.

NOTE: Accelerate to 250 KIAS,
 if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SILKS TWO DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(SILKS2.SILKS) 10266

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS2.TRFWA):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882’ from DER, 834’ left of centerline, up to 75’ AGL/974’ MSL.
Trees 3473’ from DER, 904’ right of centerline, up to 70’ AGL/929’ MSL.

RWY 18R: Trees beginning 3221’ from DER, 895’ left of centerline, up to 85’ AGL/964’ MSL.

RWY 36C: Trees beginning 956’ from DER, 613’ right of centerline, up to 94’ AGL/963’ MSL.

RWY 36R: Light pole 1476’ from DER, 813’ left of centerline, 47’ AGL/926’ MSL.
Trees 1602’ from DER, 754’ right of centerline, up to 59’ AGL/938’ MSL.

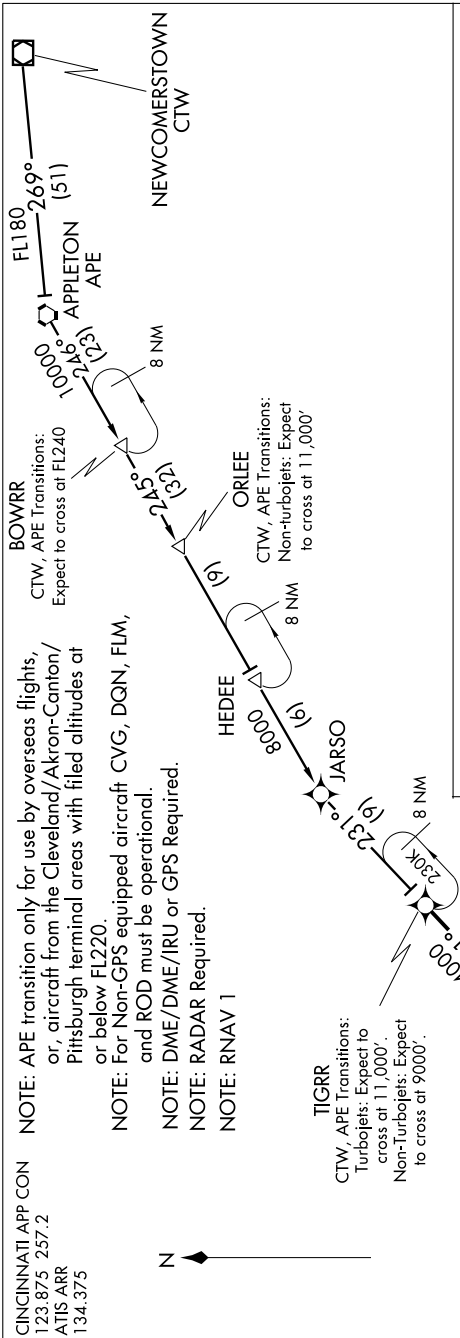
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

TIGRR. TIGRR1) 09295
TIGRR ONE ARRIVAL (RNAV)

CINCINNATI/ NORTHERN KENTUCKY INTL
ST-655 (FAA)
COVINGTON, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010



TIGRR ONE ARRIVAL (RNAV)
(TIGRR. TIGRR1) 09295

APPLETON TRANSITION (APE. TIGRR1):

NEWCOMERTOWN TRANSITION (CTW. TIGRR1):

From over TIGRR WP via 231° track to CHARZ WP, thence as depicted to HAVLO WP.

Landing South, East, West: Expect radar vectors to final approach course prior to BACAS WP.

Landing North: Expect radar vectors to final approach course prior to HAVLO WP.

LOST COMMUNICATIONS:

At HAVLO: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

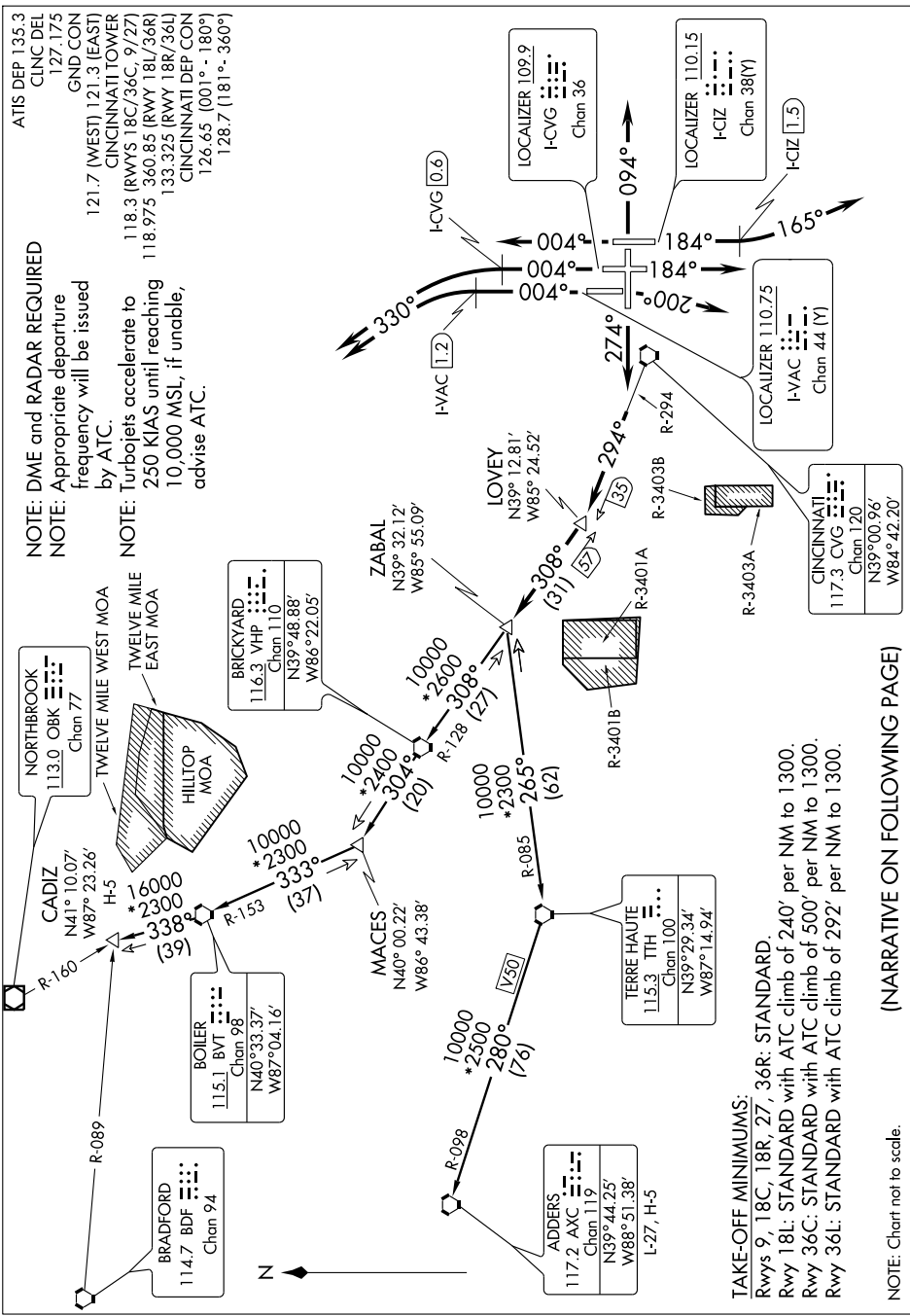
At CHARZ: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

NOTE: Chart not to scale.

SE-1, 21 OCT 2010 to 18 NOV 2010

COVINGTON, KENTUCKY
CINCINNATI/ NORTHERN KENTUCKY INTL

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (WHWTR8.AXC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and AXC R-098 to AXC VORTAC.

CADIZ TRANSITION (WHWTR8.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES, then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.

Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

CYNTHIANA-HARRISON CO (Ø18) 2 S UTC-5(-4DT) N38°21.97' W84°17.00'

CINCINNATI

L-26F, 27E

721 B S2 FUEL 100LL NOTAM FILE LOU

RWY 11-29: H3852X75 (ASPH) S-16, D-25 MIRL

RWY 11: REIL. PAPI(P4L)—GA 4.5°TCH 39'. Railroad.

RWY 29: REIL. PAPI(P4L)—GA 5.0°TCH 37'. Thld dsplcd 1095'.
Trees.**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 11: TORA-2757 TODA-3852 ASDA-3852 LDA-3852

RWY 29: TORA-3852 TODA-3852 ASDA-3852 LDA-2757

AIRPORT REMARKS: Attended 1300Z±-dusk. Fuel 24 hr credit card svc

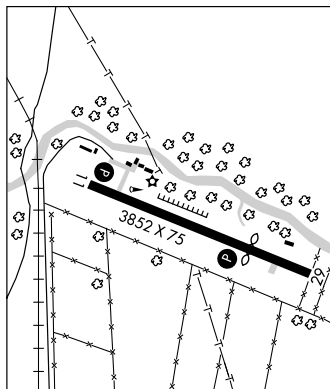
avbl. Rwy 29 Thld crossing height: ACTIVATE MIRL Rwy 11-29,

PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 180° 17.0 NM to fld. 810/04W.

**DANVILLE****STUART POWELL FLD** (DVK) 3 S UTC-5(-4DT) N37°34.65' W84°46.17'

CINCINNATI

H-10G, L-26F

IAP

1022 B S2 FUEL 100LL, JET A NOTAM FILE LOU

RWY 12-30: H5000X75 (ASPH) S-30 MIRL

RWY 12: PAPI(P4L)—GA 3.5° TCH 34'. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 29'.

RWY 01-19: H1971X75 (ASPH-RFSC) S-12 0.4% up N

RWY 01: Fence. RWY 19: Thld dsplcd 162'. Hill.

AIRPORT REMARKS: Attended Sun 1700-0000Z±, Nov-Mar Mon-Sat 1330-2200Z±, Apr-Oct Mon-Sat 1330-0000Z±. Aerobatic practice area over S side of arpt. Aim point markings 1200' from marked thld. ACTIVATE MIRL Rwy 12-30, PAPI Rwy 12-30 and REIL Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 128.325 (859) 854-0058.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LEXINGTON APP/DEP CON 120.15

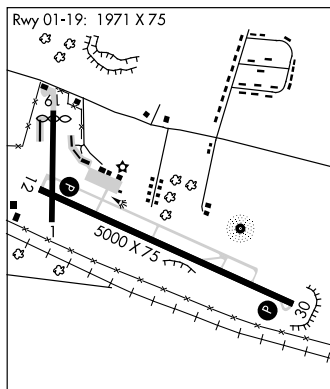
RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 211° 27.2 NM to fld. 1039/00E.

GOODALL NDB (MHW) 311 DVK N37°34.59' W84°45.84'
at fld. NOTAM FILE LOU.

ILS/DME 108.9 I-PQQ Chan 26 Rwy 30. LOC only.

**DANVILLE****TRADEWATER** (8M7) 2 E UTC-6(-5DT) N37°11.34' W87°40.50'

ST LOUIS

405 NOTAM FILE LOU

RWY 18-36: 2875X80 (TURF)

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 Rwy edges marked by white painted tires.**COMMUNICATIONS:** CTAF 122.9

LOC/DME I-PQQ 108.9 Chan 26	APP CRS 305°	Rwy Idg TDZE Apt Elev 5000 1016 1022
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LOC/DME RWY 30

DANVILLE/ STUART POWELL FIELD (DVK)

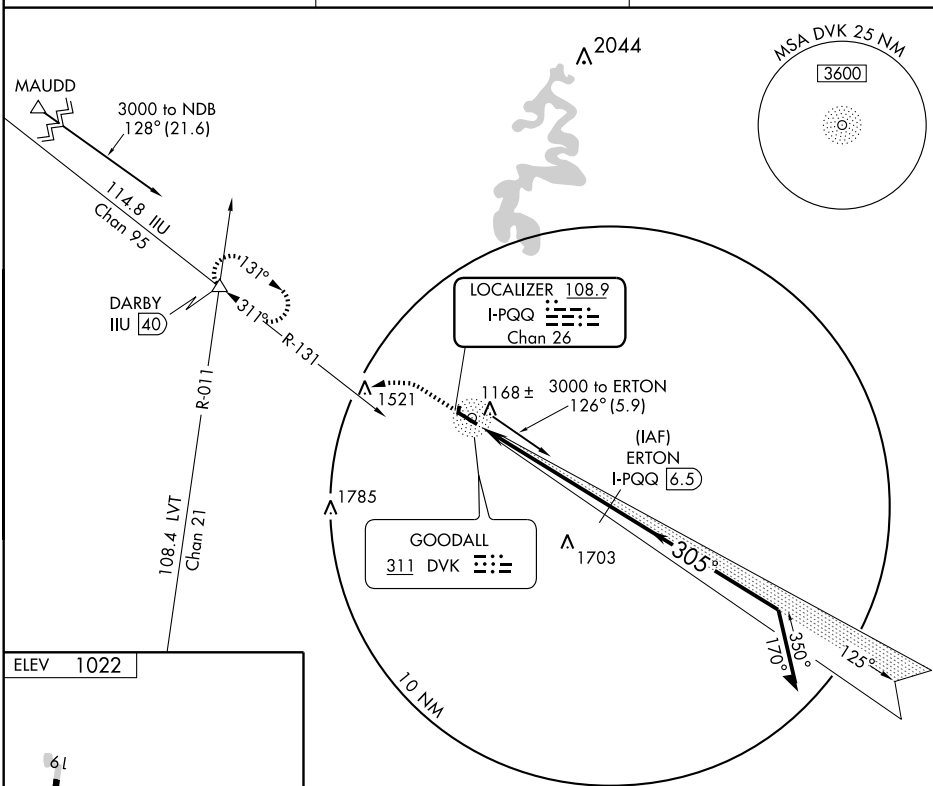
NA If local altimeter not received, use Lexington altimeter setting and increase all MDAs 80 feet. ADF or RADAR Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

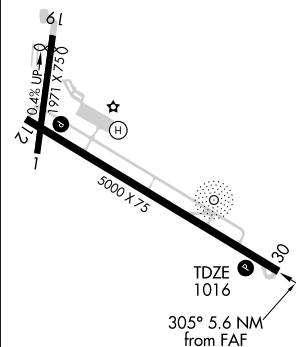
AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

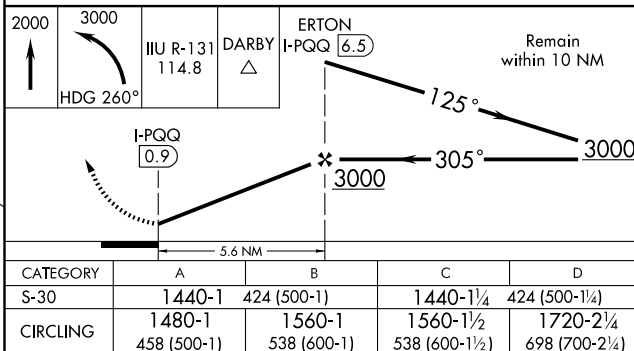
UNICOM
122.8 (CTAF) 0



ELEV **1022**



REIL Rwy 30 **0**
MIRL Rwy 12-30 **0**



NDB DVK	APP CRS	Rwy Idg	N/A
<u>311</u>	211°	TDZE	N/A
		Apt Elev	1022

NDB-A

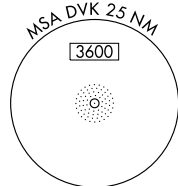
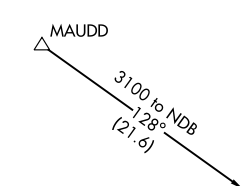
DANVILLE/ STUART POWELL FIELD (DVK)

T When local altimeter setting not received, use Lexington altimeter setting
A NA and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.

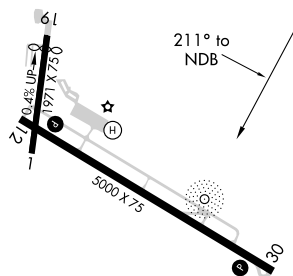
MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3
128.325

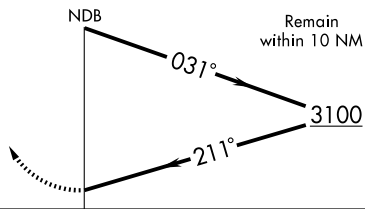
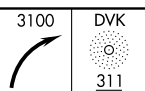
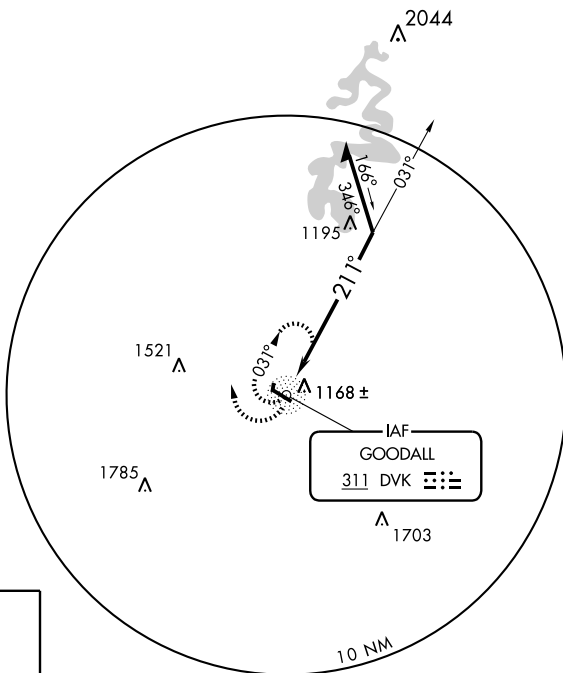
LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**

ELEV 1022



REIL Rwy 30 **L**
MIRL Rwy 12-30 **L**



CATEGORY	A	B	C	D
CIRCLING	1600-1 578 (600-1)		1600-1½ 578 (600-1½)	1720-2¼ 698 (700-2¼)

DANVILLE, KENTUCKY
Amdt 8 10042

DANVILLE/ STUART POWELL FIELD (DVK)

NDB-A

37°35'N-84°46'W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS CH 93706 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	5000 1017 1022
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RNAV (GPS) RWY 12

DANVILLE/ STUART POWELL FIELD (DVK)

▼ **▲ NA** When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cts C/D and Circling Cts C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

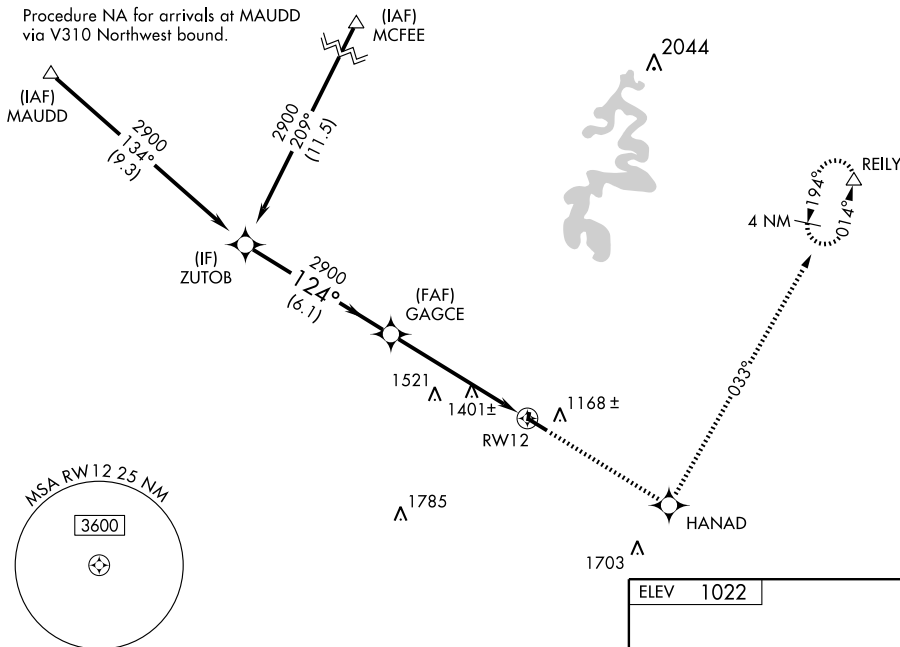
MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at MAUDD via V310 Northwest bound.



Procedure
Turn NA

ZUTOB

GAGCE

3800 HANAD
↑

033° TRK
↘

REILY
△

VGSI and RNAV glidepath
not coincident.

2900

124°

2900

RWY 12

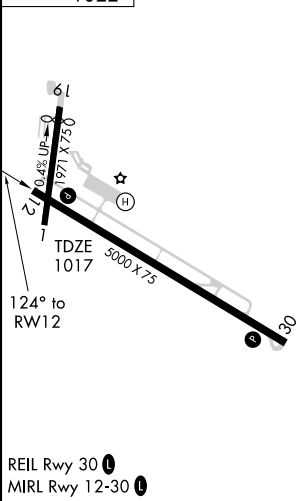
GS 3.00°
TCH 35'

6.1 NM

5.7 NM

CATEGORY	A	B	C	D
LPV DA		1357-1¼	340 (400-1¼)	
LNAV/VNAV DA		1785-2¾	768 (800-2¾)	
LNAV MDA	1660-1 643 (700-1)	1660-1¾ 643 (700-1¾)	1660-2 643 (700-2)	
CIRCLING	1660-1 638 (700-1)	1660-1¾ 638 (700-1¾)	1720-2¼ 698 (700-2¼)	

ELEV 1022



REIL Rwy 30 0
MIRL Rwy 12-30 0

WAAS CH 70506 W30A	APP CRS 305°	Rwy Idg 5000 TDZE 1016 Apt Elev 1022
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RNAV (GPS) RWY 30

DANVILLE/ STUART POWELL FIELD (DVK)

▼ When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities $\frac{1}{4}$ mile, LNAV/VNAV all visibilities $\frac{1}{4}$ mile, LNAV Cat C/D and Circling Cat C/D $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP and Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

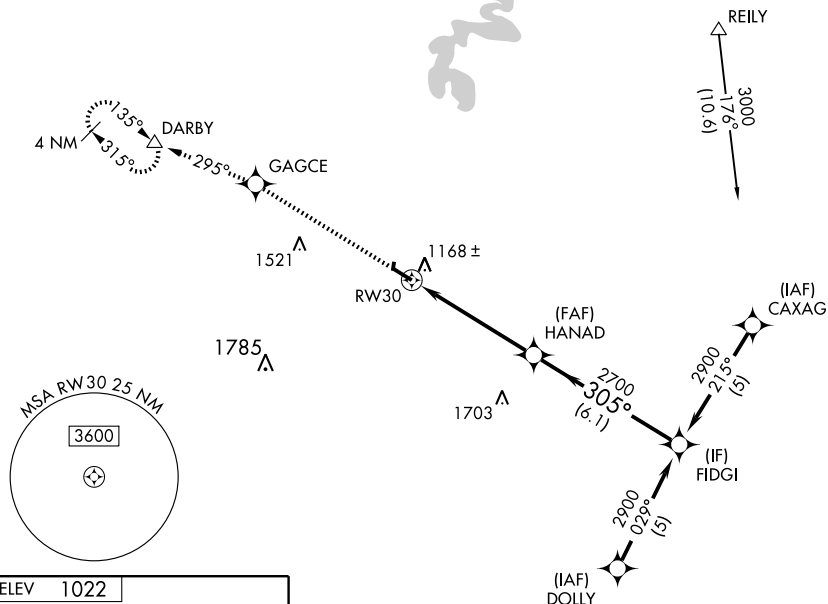
▲ NA

MISSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

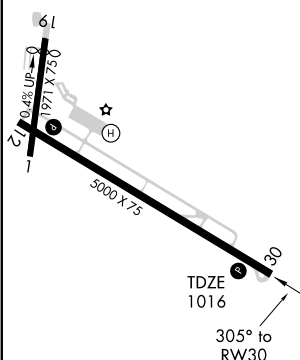
AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**



ELEV 1022



REIL Rwy 30 **L**
MIRL Rwy 12-3

3000 ↑	GAGCE ✦	TRK 295°	DARBY △	Procedure Turn NA FIDGI 2900 GS 3.00° TCH 30°			
* LNAV only. * 1.2 NM to RW30 RW30 HANAD 305° 2700 1.2 NM 3.9 NM 6.1 NM							
CATEGORY	A		B		C		D
LPV DA			1282-1		266 (300-1)		
LNAV/ VNAV	DA		1439-1½		423 (500-1½)		
LNAV MDA	1440-1		424 (500-1)		1440-1¼		424 (500-1¼)
CIRCLING	1480-1 458 (500-1)		1560-1 538 (600-1)		1560-1½ 538 (600-1½)		1720-2¼ 698 (700-2¼)

DANVILLE, KENTUCKY
Orig 10042

DANVILLE/ STUART POWELL FIELD (DVK)
 DANVILLE (CPS) DANVILLE 30

RNAV (GPS) RWY 30

37° 35' N-84° 46' W

SE-1. 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

ELIZABETHTOWN

ADDINGTON FLD

(EKK) 4 W UTC-5(-4DT) N37°41.16' W85°55.50'

775 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 05-23: H6001X100 (ASPH) S-35 MIRL 0.4% up NE

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Tree.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Fri 1300Z†-dusk, Sat-Sun 1400-2300Z†. Deer and birds on and in/ov arpt. Parachute Jumping. MIRL Rwy 05-23 preset low intensity and REIL Rwy 05 and Rwy 23 ops dusk-dawn, to increase intensity MIRL Rwy 05-23 and ACTIVATE REIL Rwy 05-23—CTAF. PAPI Rwy 05 and Rwy 23 ops 24 hrs.

WEATHER DATA SOURCES: AWOS-3 121.025 (270) 763-6433.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ LOUISVILLE APP/DEP CON 132.075(E) 123.675(W)

CLNC DEL 119.45 (except Sun and Mon 0500-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'

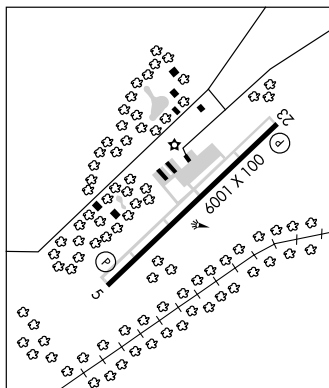
W85°40.55' 284° 12.3 NM to fld. 960/01E.

ILS/DME 109.75 I-ADR Chan 34(Y) Rwy 05. (LOC only)

ST LOUIS

H-5E, 10F, L-16J

IAP



FALLS-OF-ROUGH

ROUGH RIVER STATE PARK

(2I3) 3 NE UTC-6(-5DT) N37°36.59' W86°30.43'

577 B NOTAM FILE LOU

RWY 02-20: H3200X75 (ASPH) S-8 MIRL

RWY 02: Road. RWY 20: PAPI(P4L)—GA 3.0° TCH 28'. Tree.

AIRPORT REMARKS: Attended continuously. UNICOM monitored irregularly.

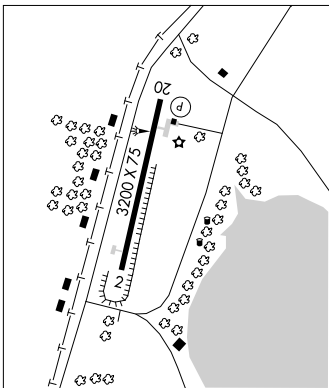
COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35

N37°22.95' W87°15.82' 070° 38.6 NM to fld. 450/01W.

ST LOUIS

L-16J



WAAS CH 77700 W05A	APP CRS 050°	Rwy Idg TDZE 764 Apt Elev 775	6001 764 775
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RNAV (GPS) RWY 5

ELIZABETHTOWN/ADDINGTON FIELD (EKK)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
▲ NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet.
 VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.

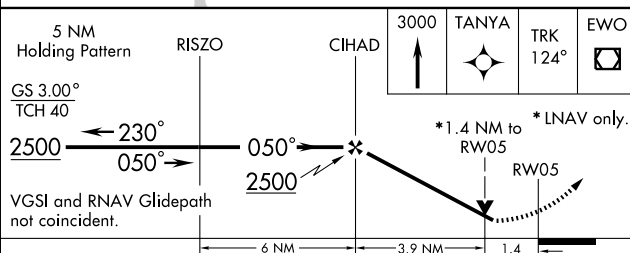
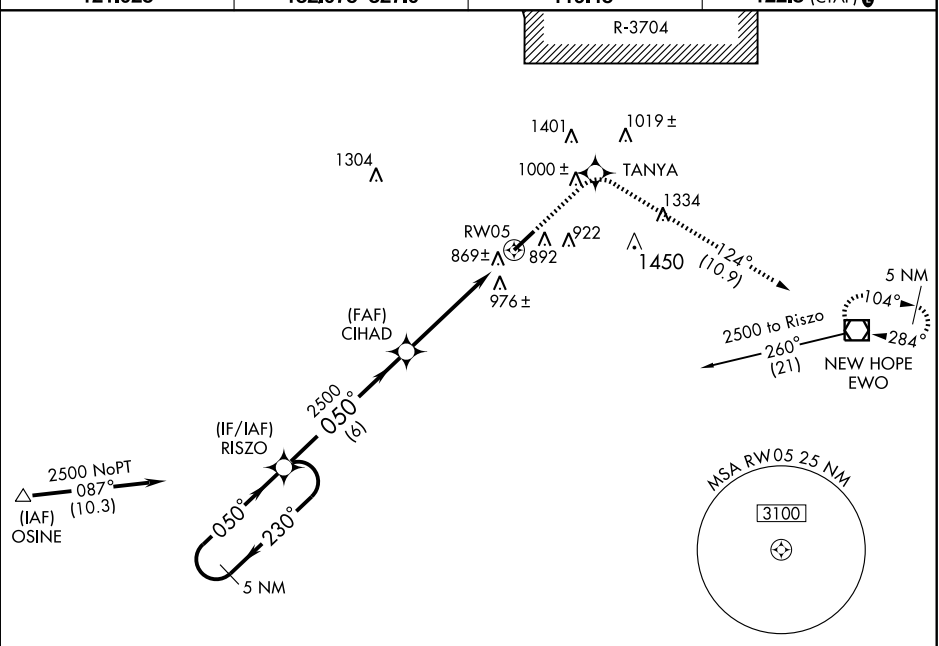
MISSED APPROACH: Climb to 3000
 direct TANYA and via 124° track to
 EWO VOR/DME and hold.

AWOS-3
121.025

LOUISVILLE APP CON
132.075 327.0

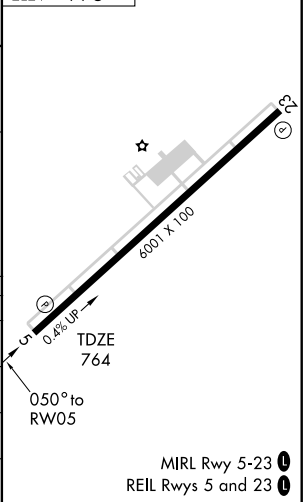
CLNC DEL
119.45

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1133-1¼	369 (400-1¼)		
LNAV/VNAV DA	1257-1¾	493 (500-1¾)		
LNAV MDA	1220-1 456 (500-1)	1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)	
CIRCLING	1260-1¾ 485 (500-1¾)		1360-2 585 (600-2)	

ELEV **775**



APP CRS 240°	Rwy Idg TDZE Apt Elev	6001 775 775
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RNAV (GPS) RWY 23

ELIZABETHTOWN/ADDINGTON FIELD (EKX)



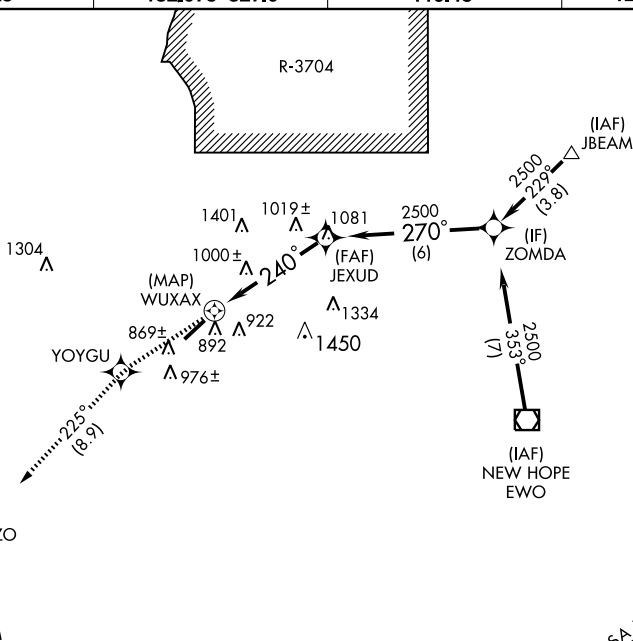
DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Louisville Intl altimeter setting.

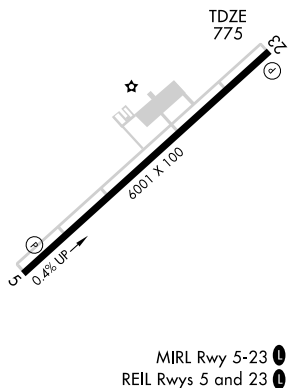
MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

AWOS-3
121.025

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45UNICOM
122.8 (CTAF) 

ELEV 775



3000

YOYG

TRK
225°

RISZO

JEXUD

ZOMDA

1 NM
WUX.

o
x

24

 $\frac{2\Delta}{T}$
$$\frac{0.5^\circ}{30}$$

F

CATEGORY

A	B
---	---

C	D
---	---

LNAV MDA

280-1 505 (600-1)

1280-1½ 505 (600-1½)

CIRCLING

1290 1 505 1400 15

1280-1½	1360-2
---------	--------

ELIZABETHTOWN, KENTUCKY
Orig 08101

ELIZABETHTOWN/ADDINGTON FIELD (EKX)

37°41'N-85°55'W

RNAV (GPS) RWY 23

SE-1. 21 OCT 2010 to 18 NOV 2010

FALMOUTH**GENE SNYDER** (K62) 4 NW UTC-5(-4DT) N38°42.24' W84°23.51'

899 B FUEL 100LL NOTAM FILE LOU

RWY 03-21: H3994X75 (ASPH) S-12.5 MIRL 0.4% up SW

RWY 03: PAPI(P4L)—GA 3.5° TCH 37'. Trees.

RWY 21: PAPI(P4L)—GA 3.5° TCH 41'.

AIRPORT REMARKS: Attended 1300-2200Z±. ACTIVATE MIRL Rwy 03-21-122.9.

WEATHER DATA SOURCES: AWOS-3 123.825 (859) 654-1345.

COMMUNICATIONS: CTAF/UNICOM 122.7

CINCINNATI APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

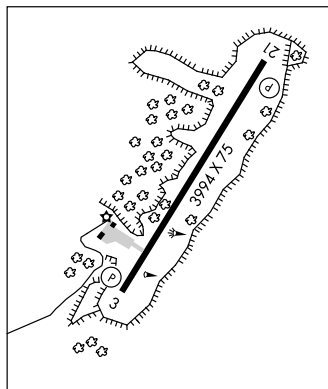
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 315° 5.0 NM to fld. 810/04W.

CINCINNATI

L-26F, 27E

IAP

**FALMOUTH** N38°38.97' W84°18.64' NOTAM FILE LOU.

(H) VOR/DME 117.0 FLM Chan 117 353° 27.7 NM to Cincinnati Muni Arpt Lunken Fld, OH. 810/04W.

RCO 122.1R 117.0T (LOUISVILLE RADIO)

CINCINNATI

H-10G, L-26F, 27E

FLEMING-MASON (See FLEMINGSBURG)**FLEMINGSBURG****FLEMING-MASON** (FGX) 7 N UTC-5(-4DT) N38°32.51' W83°44.60'

913 B S4 FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 07-25: H5001X75 (ASPH) S-36, D-50 MIRL

RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 20'. Thld dsplcd 299'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.65° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±, Sat 1500-2100,

Sun 1600-2100Z±. For svc after hrs call 606-845-6801.

Parachute Jumping. ACTIVATE MIRL Rwy 07-25; REIL and PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.125 (606) 742-2008.

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 107° 27.5 NM to fld. 810/04W.

FLMNG NDB (MHW/LOM) 400 XW N38°34.42' W83°38.82'

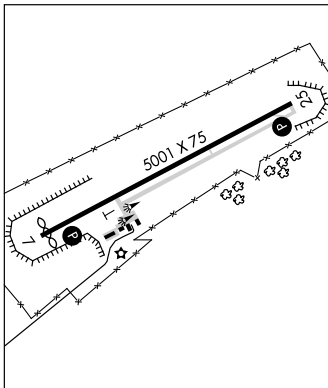
252° 4.9 NM to fld. NDB unusable 030°-120° byd 10 NM.

ILS 109.15 I-XWI Rwy 25. Localizer only. LOM FLMNG NDB.

CINCINNATI

H-10G, L-26G

IAP

**FLMNG** N38°34.42' W83°38.82' NOTAM FILE LOU.

NDB (MHW/LOM) 400 XW 252° 4.9 NM to Fleming-Mason. NDB unusable 030°-120° byd 10 NM.

CINCINNATI

L-26G

FORT CAMPBELL (See CAMPBELL AAF)**FORT KNOX** N37°54.45' W85°58.37' NOTAM FILE FTK.

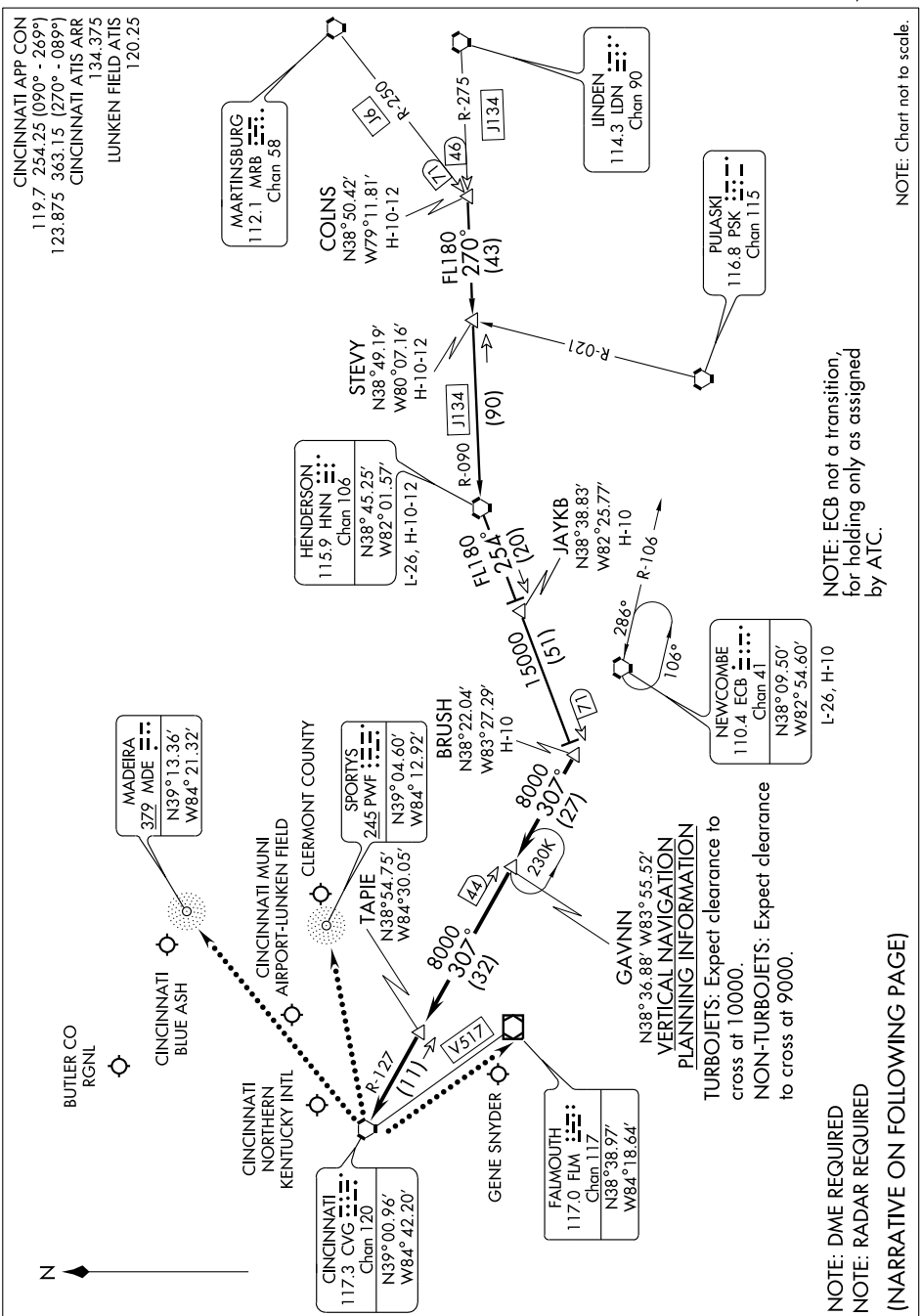
(T) VOR/DME 109.6 FTK Chan 33 at Godman AAF. 740/01W.

ST LOUIS

L-16F

BRUSH ONE ARRIVAL

SE-1, 21 OCT 2010 to 18 NOV 2010



BRUSH ONE ARRIVAL

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

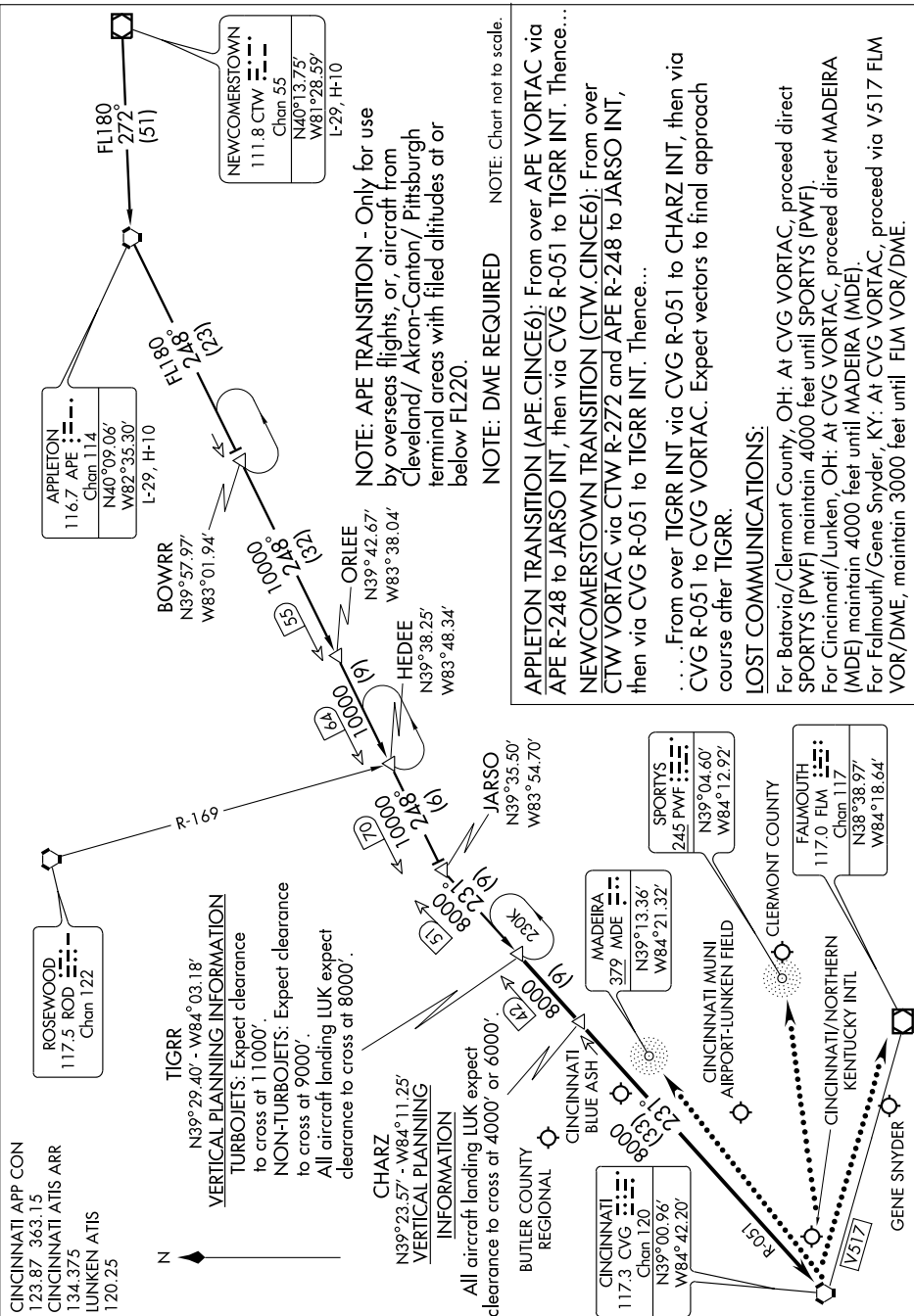
SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1, 21 OCT 2010 to 18 NOV 2010



CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

(GENUS.GENUS1) 08157
GENUS ONE ARRIVAL

ST-83 (FAA)

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL

CINCINNATI
BLUE ASH

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT
COUNTY

CINCINNATI
117.3 CVG
Chan 120

V517

GENE SNYDER

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

GENUS ONE ARRIVAL

CINCINNATI, OHIO

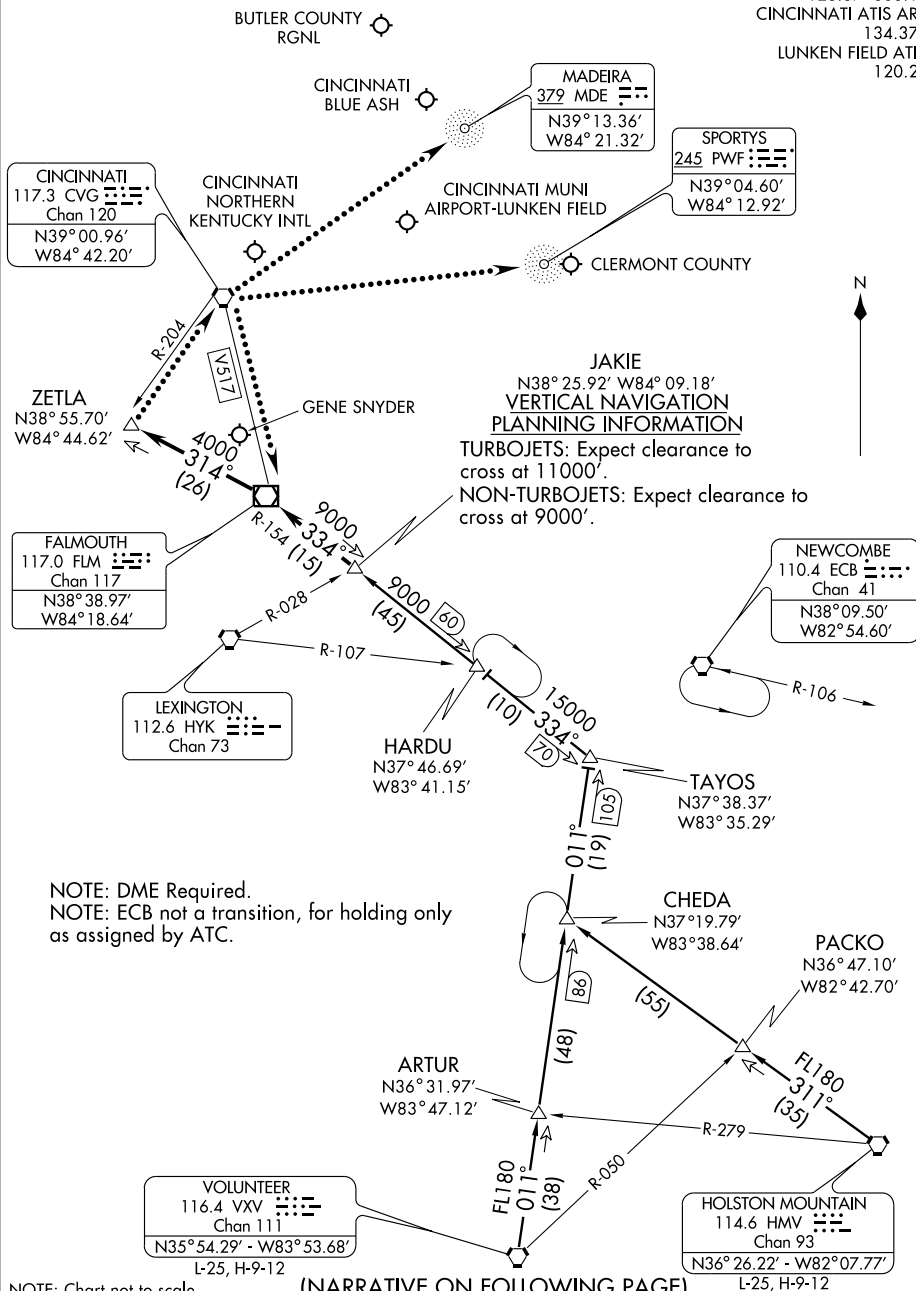
(GENUS.GENUS1) 08157

EC-2, 21 OCT 2010 to 18 NOV 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

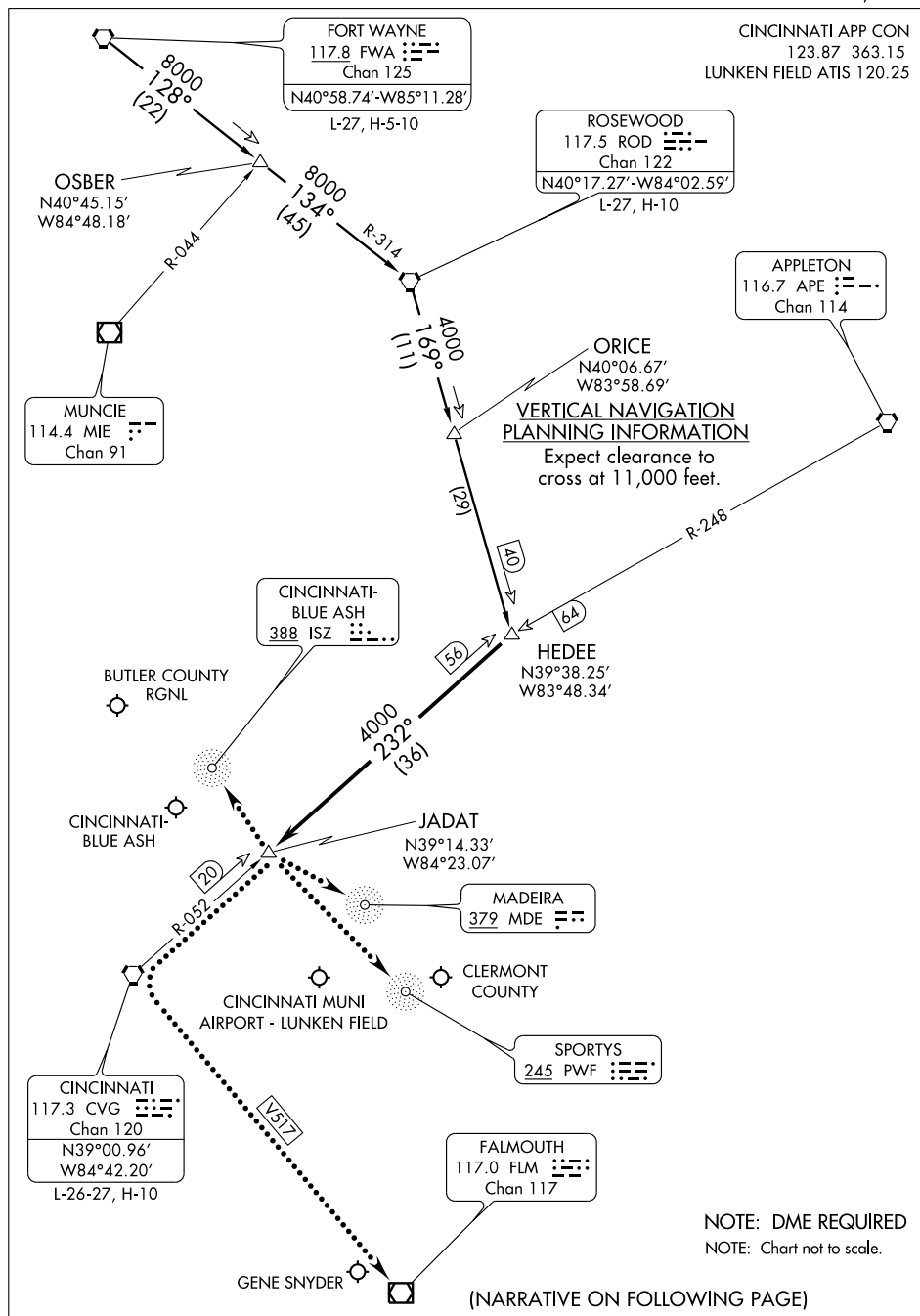
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLM 117.0 Chan 117	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 898
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VOR or GPS-A
FALMOUTH/GENE SNYDER (K62)

T Use Cincinnati/Northern Kentucky Intl
A altimeter setting.

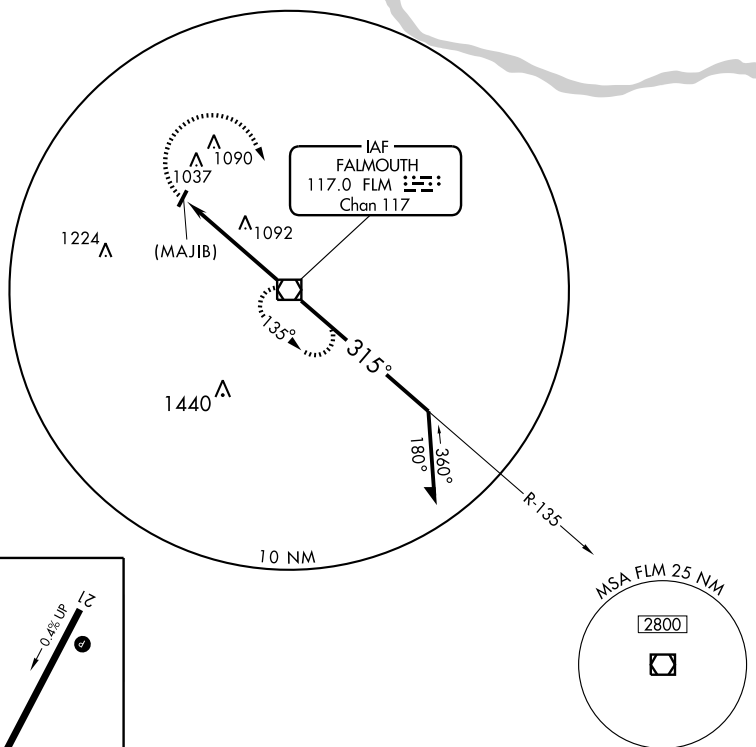
MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3
123.825

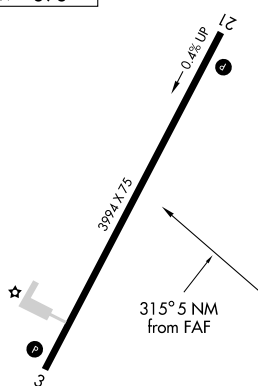
CINCINNATI APP CON
121.0 257.725



UNICOM
122.7 (CTAF)

122.9 L



ELEV 898

MIRL Rwy 3-21 **L**

2500	FLM
	
	117.0

VOR/DME

Remain
within 10 NM

(MAJIB)
FLM 5

✖ 2300

A horizontal beam is shown with a black square at its left end. A horizontal arrow points to the left from this square, labeled "5 N".

FAF to MAP 5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1500-1	602 (700-1)	1500-1 ³ / ₄	1500-2
Min:Sec	5:00	3:20	2:30	2:00	1:40				602 (700-1 ³ / ₄)	602 (700-2)

FALMOUTH, KENTUCKY
Amdt 2A 10098

38° 42'N-84° 24'W

FALMOUTH/GENE SNYDER (K62)

VOR or GPS-A

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

FALMOUTH**GENE SNYDER** (K62) 4 NW UTC-5(-4DT) N38°42.24' W84°23.51'

899 B FUEL 100LL NOTAM FILE LOU

RWY 03-21: H3994X75 (ASPH) S-12.5 MIRL 0.4% up SW

RWY 03: PAPI(P4L)—GA 3.5° TCH 37'. Trees.

RWY 21: PAPI(P4L)—GA 3.5° TCH 41'.

AIRPORT REMARKS: Attended 1300-2200Z±. ACTIVATE MIRL Rwy 03-21—122.9.**WEATHER DATA SOURCES:** AWOS-3 123.825 (859) 654-1345.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CINCINNATI APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

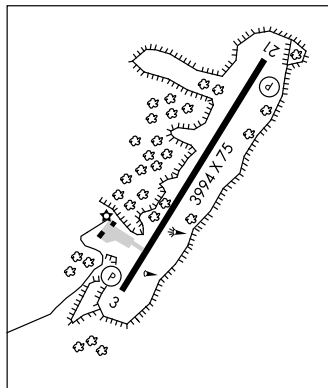
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 315° 5.0 NM to fld. 810/04W.

CINCINNATI

L-26F, 27E

IAP

**FALMOUTH** N38°38.97' W84°18.64' NOTAM FILE LOU.

(H) VOR/DME 117.0 FLM Chan 117 353° 27.7 NM to Cincinnati Muni Arpt Lunken Fld, OH. 810/04W.

RCO 122.1R 117.0T (LOUISVILLE RADIO)

CINCINNATI

H-10G, L-26F, 27E

FLEMING-MASON (See FLEMINGSBURG)**FLEMINGSBURG****FLEMING-MASON** (FGX) 7 N UTC-5(-4DT) N38°32.51' W83°44.60'

913 B S4 FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 07-25: H5001X75 (ASPH) S-36, D-50 MIRL

RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 20'. Thld dsplcd 299'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.65° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±, Sat 1500-2100,

Sun 1600-2100Z±. For svc after hrs call 606-845-6801.

Parachute Jumping. ACTIVATE MIRL Rwy 07-25; REIL and PAPI Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.125 (606) 742-2008.**COMMUNICATIONS:** CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97'

W84°18.64' 107° 27.5 NM to fld. 810/04W.

FLMNG NDB (MHW/LOM) 400 XW N38°34.42' W83°38.82'

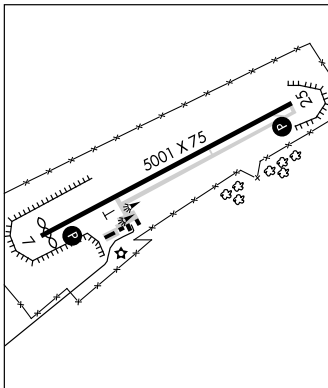
252° 4.9 NM to fld. NDB unusable 030°-120° byd 10 NM.

ILS 109.15 I-XWI Rwy 25. Localizer only. LOM FLMNG NDB.

CINCINNATI

H-10G, L-26G

IAP

**FLMNG** N38°34.42' W83°38.82' NOTAM FILE LOU.

NDB (MHW/LOM) 400 XW 252° 4.9 NM to Fleming-Mason. NDB unusable 030°-120° byd 10 NM.

CINCINNATI

L-26G

FORT CAMPBELL (See CAMPBELL AAF)**FORT KNOX** N37°54.45' W85°58.37' NOTAM FILE FTK.

(T) VOR/DME 109.6 FTK Chan 33 at Godman AAF. 740/01W.

ST LOUIS

L-16F

LOC I-XWI	APP CRS	Rwy Idg	5001
<u>109.15</u>	251°	TDZE	914
		Apt Elev	914

LOC RWY 25

FLEMINGSBURG/FLEMING-MASON (FGX)



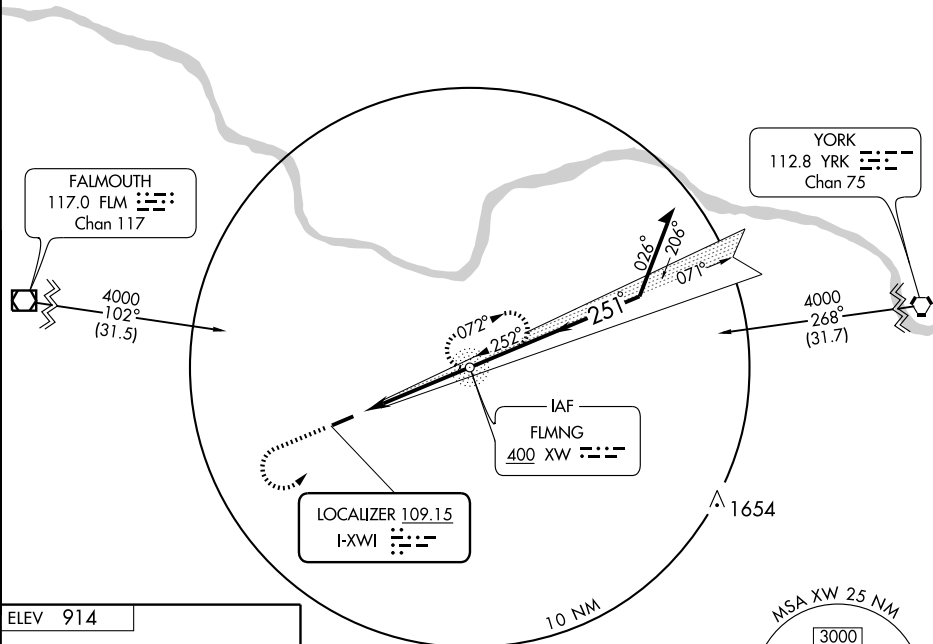
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

AWOS-3
118.125

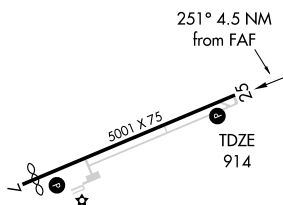
INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF) **L**


ADF REQUIRED

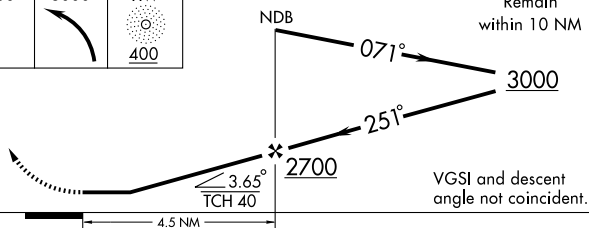


ELEV 914



MIRL Rwy 7-25 **L**
REIL Rwy 7 and 25 **L**

2000	3000	XW  400
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CATEGORY	A	B	C	D
S-25	1320-1	406 (500-1)	1320-1¼	406 (500-1¼)
CIRCLING	1360-1 446 (500-1)	1380-1 466 (500-1)	1380-1½ 466 (500-1½)	1480-2 566 (600-2)

FLEMINGSBURG, KENTUCKY

Orig-B 10098

38°33'N-83°45'W

FLEMINGSBURG/FLEMING-MASON (FGX)

LOC RWY 25

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

WAAS
CH **56312**
W07A

APP CRS
072°

Rwy Idg **4702**
TDZE **913**
Apt Elev **913**

RNAV (GPS) RWY 7

FLEMINGSBURG/FLEMING-MASON (FGX)



NA

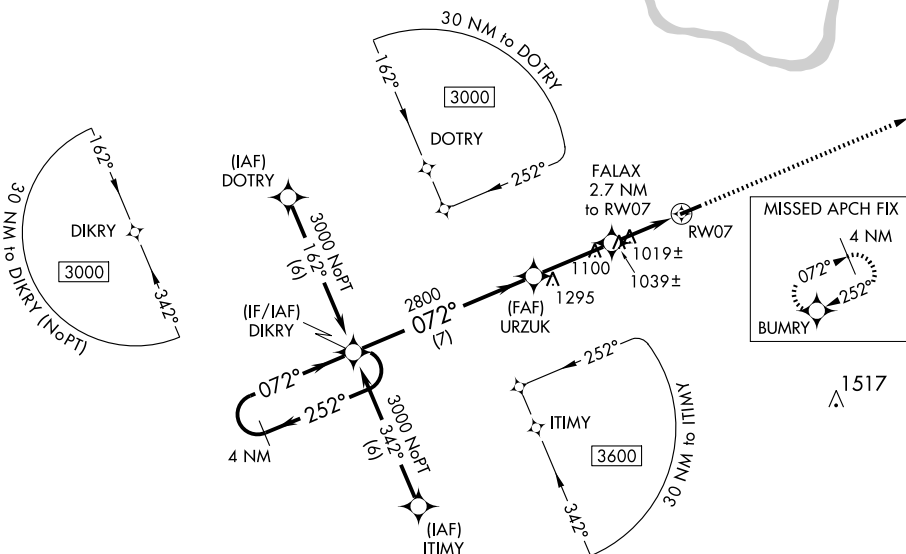
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct
BUMRY and hold.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF)



4 NM
Holding Pattern

DIKRY

3000 ← 252° → 072° →

GS 3.00°
TCH 40

URZUK

2800

FALAX
2.7 NM
to RW07

*1800

3500

BUMRY

* LNAV only

RW07

7 NM

3 NM

2.7 NM

CATEGORY

A

B

C

D

LPV DA

1163-1 250 (300-1)

LNAV/
VNAV DA

1256-1¼ 343 (400-1¼)

LNAV MDA

1320-1 407 (500-1) 1320-1¼ 407 (500-1¼)

CIRCLING

1360-1 447 (500-1) 1380-1 467 (500-1) 1380-1½ 467 (500-1½) 1480-2 567 (600-2)

ELEV 913

941±

5001 x 75

TDZE
913

072° to
RW07

MIRL Rwy 7-25
REIL Rwy 7 and 25

WAAS CH 69212 W25A	APP CRS 252°	Rwy Idg TDZE Apt Elev	5001 913 913
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RNAV (GPS) RWY 25

FLEMINGSBURG/ FLEMING-MASON (FGX)

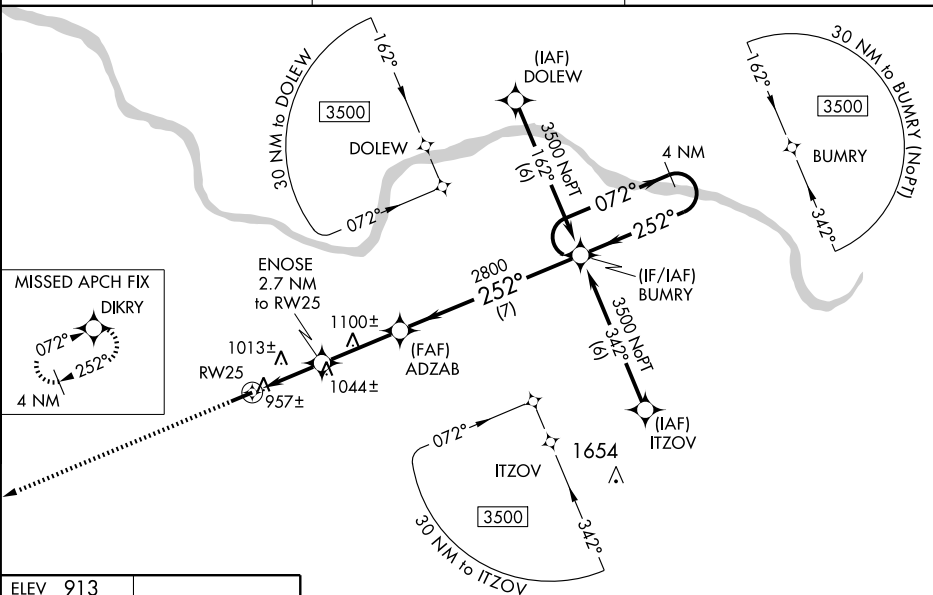
NA Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
DIKRY and hold.

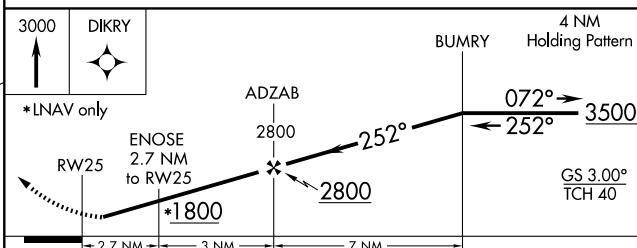
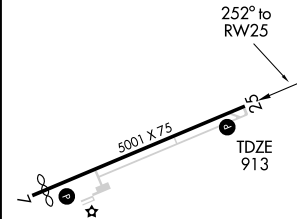
AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF) 0



ELEV 913



CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1217-1 304 (400-1)			
LNAV MDA	1280-1 367 (400-1)			1280-1 ¼ 367 (400-1 ¼)
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1 ½ 467 (500-1 ½)	1480-2 567 (600-2)

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy Idg TDZE Apt Elev N/A N/A 913
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VOR/DME-A

FLEMINGSBURG/FLEMING-MASON (FGX)

NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

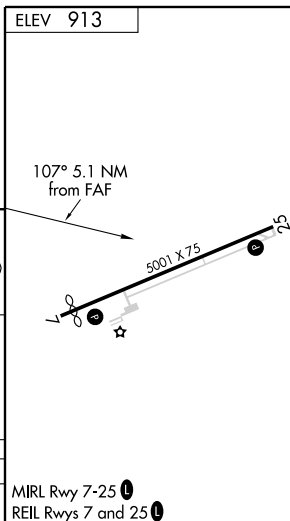
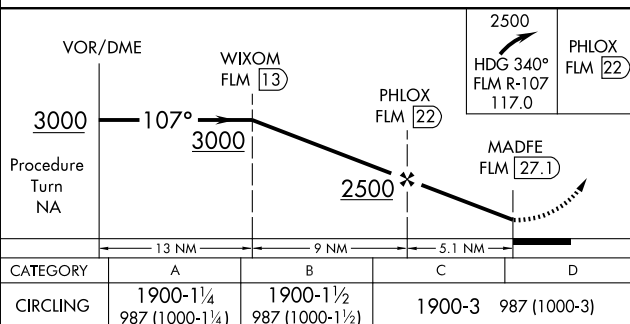
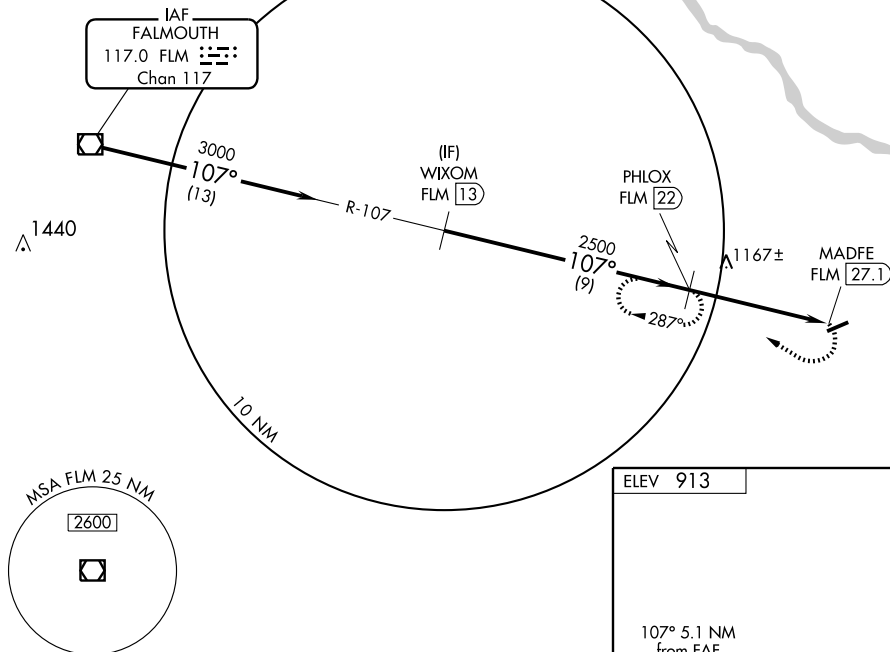
MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.



AIRPORT DIAGRAM

AFD-679 [USA]

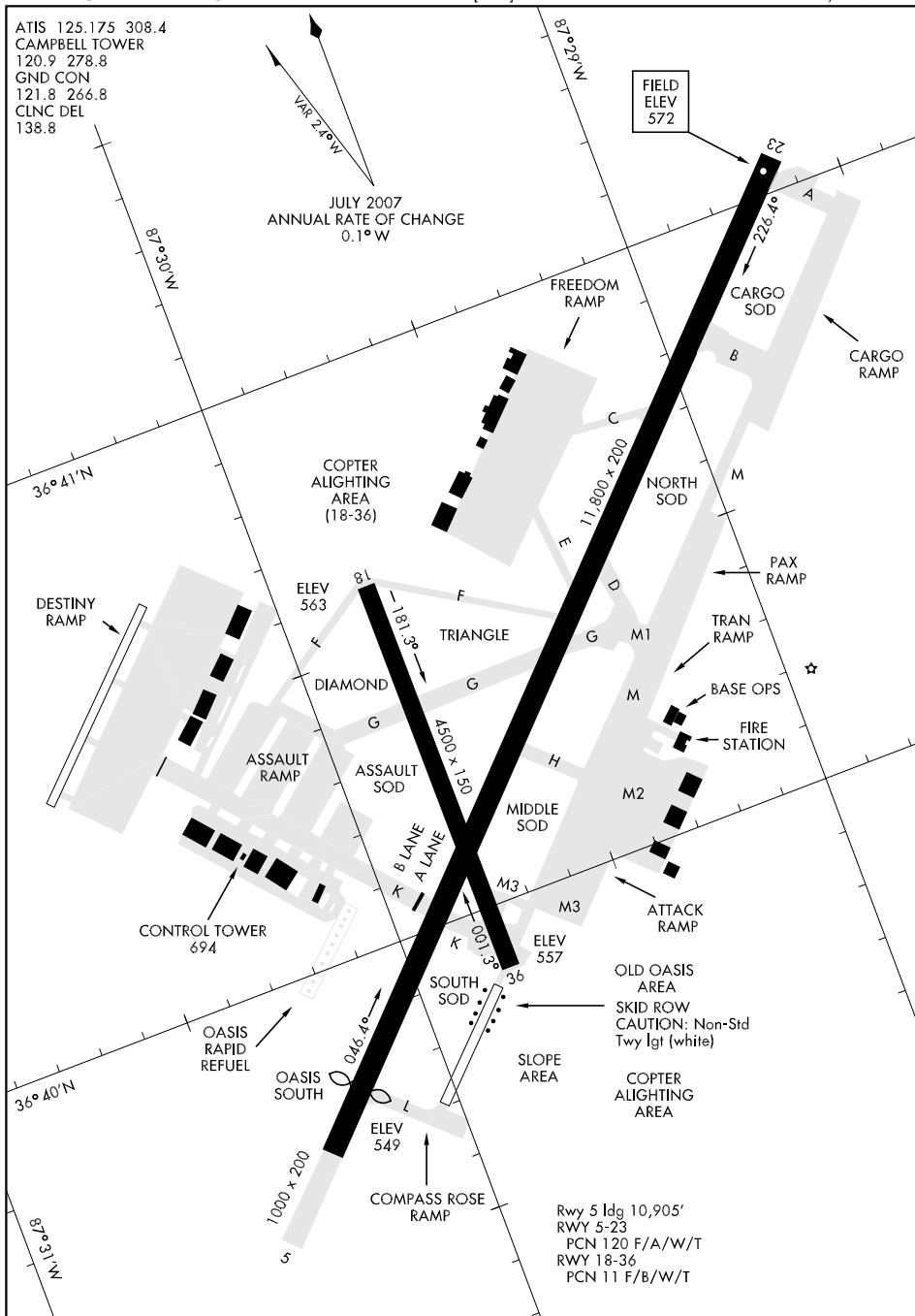
CAMPBELL AAF (KHOP)

FORT CAMPBELL, KENTUCKY

ATIS 125.175 308.4
 CAMPBELL TOWER
 120.9 278.8
 GND CON
 121.8 266.8
 CLNC DEL
 138.8

JULY 2007
 ANNUAL RATE OF CHANGE
 0.1° W

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WGS-84 DATUM

FORT CAMPBELL, KENTUCKY

CAMPBELL AAF (KHOP)

CAMPBELL AAF (FORT CAMPBELL) (HOP)(KHOP) A (AF) 2 NW UTC-6(-5DT)

ST LOUIS

N36°40.34' W87°29.55'

H-6K, 9A, L-161

573 B TPA—See Remarks AOE Class I, ARFF Index A NOTAM FILE LOU Not insp.

DIAP, AD

RWY 05-23: H11826X200 (ASPH) PCN 120 F/A/W/T HIRL

RWY 05: Thld dsplcd 896'. RWY 23: SALS. Rgt tfc.

RWY 18-36: H4500X150 (ASPH) PCN 11 F/B/W/T

MILITARY SERVICE: IASU 3(M-32A-86) 3(AM32-95) 1(MC-2A) FUEL J8 OIL O-123-128-148-156 SP.

MILITARY REMARKS: See FLIP AP/1 Fit Hazard and Supplementary Arpt Remark. **RSTD** PPR civilian acft. **CAUTION** R3701 and small arms range 1000 yd dep end Rwy 23. Twy lgt between twy feeder to Rwy 05 and Rwy 36 are NSTD (white), do not confuse with rwy lgt. Deer hazard. Parachuting activities/exercises. **TFC PAT** TPA—Rotary wing 1300(727), fixed wing Category A, B 1600(1027), Category C, D, E, 2100(1527), overhead 2600(2027). **CSTMS/AG/IMG** Avbl 72 hr prior notice rqr military acft only, DSN 635-7146. **MISC** No fixed wing parking on freedom ramp. No hanger transient acft. Base OPS 24 hr DSN 635-7146/7147, C270-798-7146/47. 24 hr wx observation and forecast svc.

COMMUNICATIONS: SFA ATIS 125.175 308.4 PTD 130.65 142.9 230.1 (VIP arr ctc 30 min prior to ldg.)

Ⓡ APP CON 118.1 134.35X 269.525 307.025

TOWER 120.9 278.8 GND CON 121.8 266.8 CLNC DEL 138.8 DEP CON 118.1 269.525

EAGLE CON 139.9 (Opr 24 hour. Ctc prior to entry R3701, R3702—139.0 139.9 285.652.)

PMSV METRO 343.3. (Full svc during forecast hr. Poor reception from 200°-260° byd 55 NM.)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

SCREAMING EAGLE (L) TACAN Chan 96 HXW (114.9) N36°40.54' W87°29.70' at fld. 572/1W. OTS indef.

AIRBE NDB (HW/LOM) 273 FK N36°44.22' W87°24.83' 227° 5.7 NM to fld. NOTAM FILE HOP.

ILS 111.9 I-FKP Rwy 23. LOM AIRBE NDB.

ASR/PAR Unavbl Sat-Sun 2300-0700Z†.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CAMPBELLSVILLE

TAYLOR CO (AAS) 2 NE UTC-5(-4DT) N37°21.50' W85°18.57'

ST LOUIS

921 B FUEL 100LL, JET A1+ NOTAM FILE LOU

H-5E, 10F, L-26F

RWY 05-23: H5003X75 (ASPH) S-30 MIRL 1.0% up NE

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.50° TCH 39'. Road.

RWY 23: REIL. PAPI(P4L)—GA 3.25° TCH 37'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. For arpt attendant after hrs call 270-789-1951. For fuel call 270-403-4135 or 270-469-0133. Fuel avbl after hrs with credit card. MIRL Rwy 05-23 preset on low ints; to increase ints and ACTIVATE REIL Rws 05 and 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (270) 789-1985.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 121.175

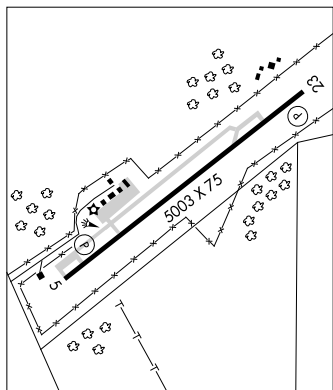
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'

W85°40.55' 132° 24 NM to fld. 960/01E.

NDB (MHW) 272 TYC N37°24.11' W85°14.62' 232° 4.1 NM to fld. NDB unmonitored 2200-1300Z†.

SDF 111.1 I-AAS Rwy 23. SDF unmonitored 2200-1300Z†.



CAPITAL CITY (See FRANKFORT)

CENTRAL CITY N37°22.95' W87°15.82' NOTAM FILE LOU.

ST LOUIS

(L) VORTAC 109.8 CCT Chan 35 257° 6.7 NM to Madisonville Muni. 450/01W.

L-161

RCO 122.1R 109.8T (LOUISVILLE RADIO)

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON)

COLUMBIA-ADAIR CO. (I96) 2 SW UTC-6(-5DT) N37°05.12' W85°20.83'

ST LOUIS

818 B FUEL 100LL NOTAM FILE LOU

RWY 08-26: H2600X60 (ASPH-AFSC) S-12 MIRL

RWY 08: Trees. RWY 26: SAVASI(S2L)—GA 4.0° TCH 31'. Trees.

AIRPORT REMARKS: Unattended. 24 hr credit card svc avbl for fuel. ACTIVATE MIRL Rwy 08-26 and SAVASI Rwy 26—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

LOC I-FKP 111.9 Chan 56	APCH CRS 225°	Rwy Idg 11,800 TDZE 572 Arpt Elev 572
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AL-679 [USA]

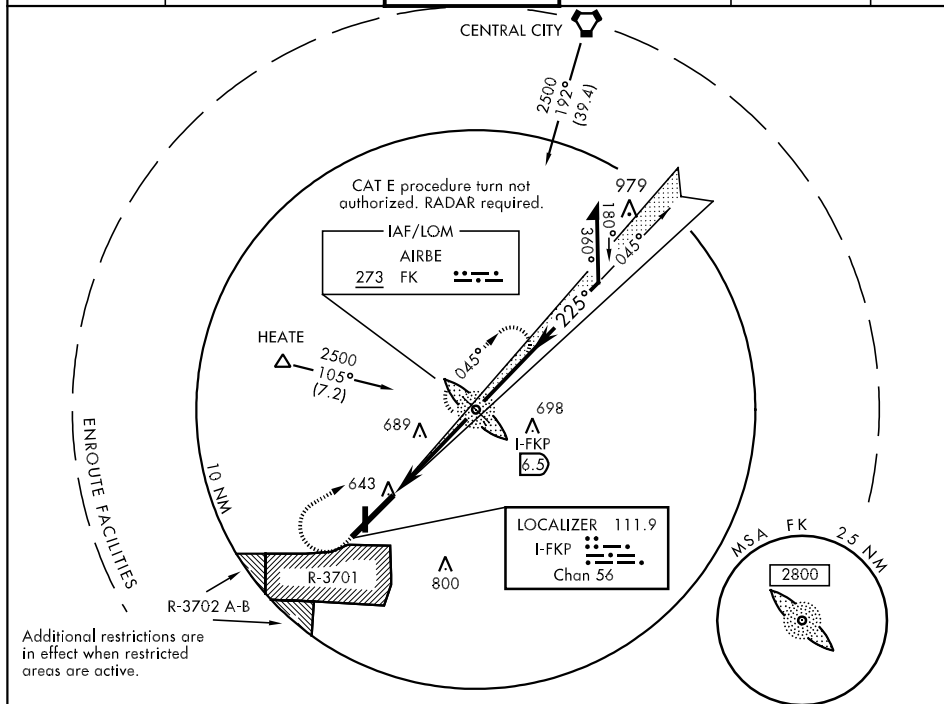
CAMPBELL AAF (KHOP)

▼ *When ALS inop, increase CAT E RVR to 60 and vis to 1¼ miles.
 **Circling not authorized SE Rwy 5-23.

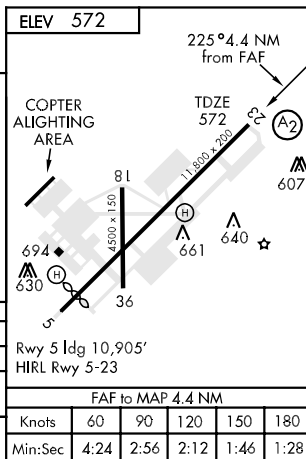
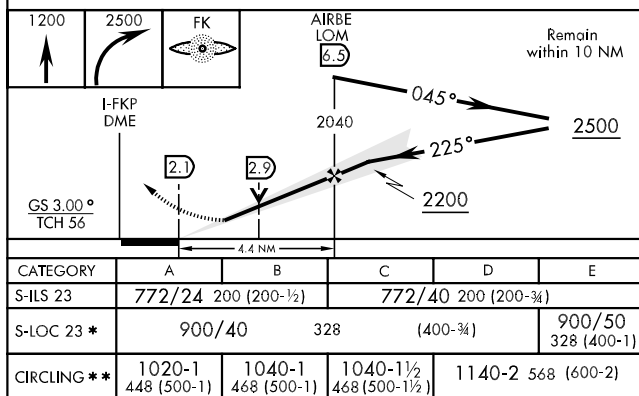
SALS
 A2

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

ATIS 125.175 308.4	CAMPBELL APP CON 118.1 269.525	CAMPBELL TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
-----------------------	-----------------------------------	-------------------------------	------------------------	-------------------	---------



ADF or DME REQUIRED



NDB FK 273	APCH CRS 225°	Rwy Idg 11,800 TDZE 572 Arpt Elev 572
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AL-679 [USA]

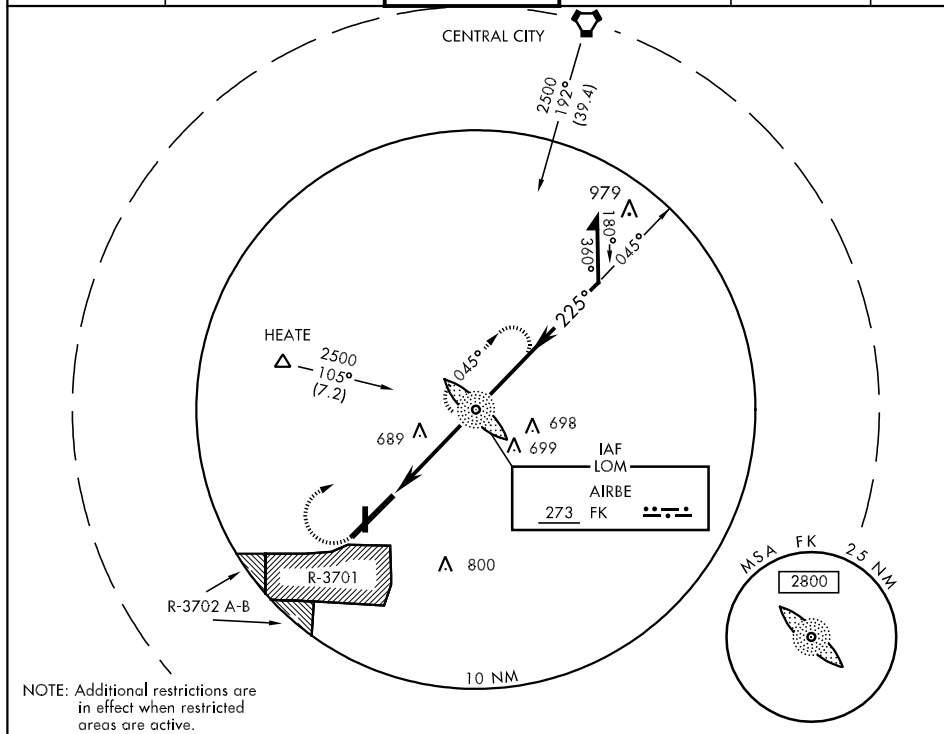
CAMPBELL AAF (KHOP)

▼ * Circling not authorized SE Rwy 5-23.

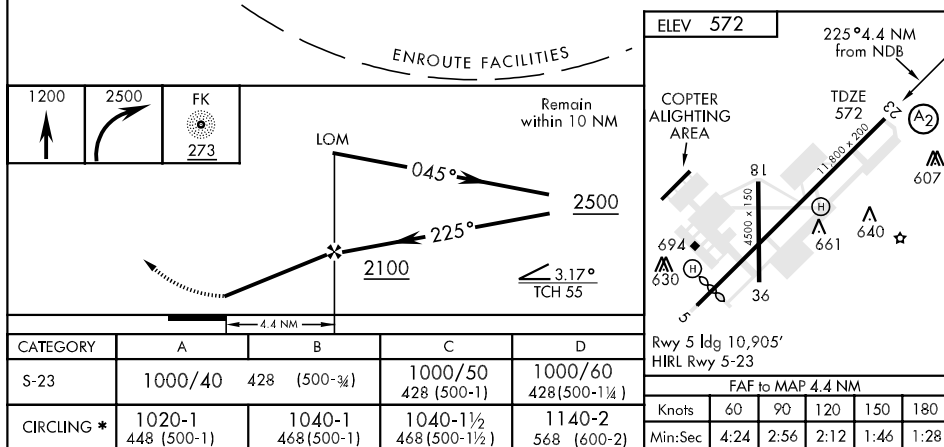


MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

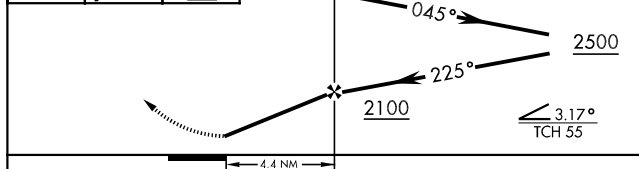
ATIS 125.175 308.4	CAMPBELL APP CON 118.1 269.525	CAMPBELL TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
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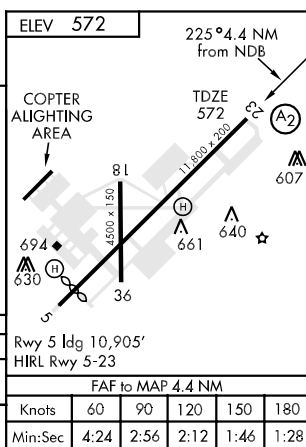
NOTE: Additional restrictions are in effect when restricted areas are active.



1200	2500	FK
↑	↗	273



CATEGORY	A	B	C	D
S-23	1000/40	428 (500-¾)	1000/50	1000/60
			428 (500-1)	428 (500-1¼)
CIRCLING *	1020-1	1040-1	1040-1½	1140-2
	448 (500-1)	468 (500-1)	468 (500-1½)	568 (600-2)



Rwy 5 Idg 10,905'				
HIRL Rwy 5-23				
FAF to MAP 4.4 NM				
Knots	60	90	120	150
Min:Sec	4:24	2:56	2:12	1:46
				1:28

APCH CRS
180°

Rwy ldg
TDZE
Arpt Elev
562
572

AL-679 [USA]

CAMPBELL AAF (KHOP)

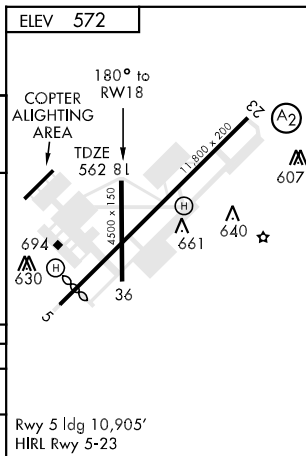
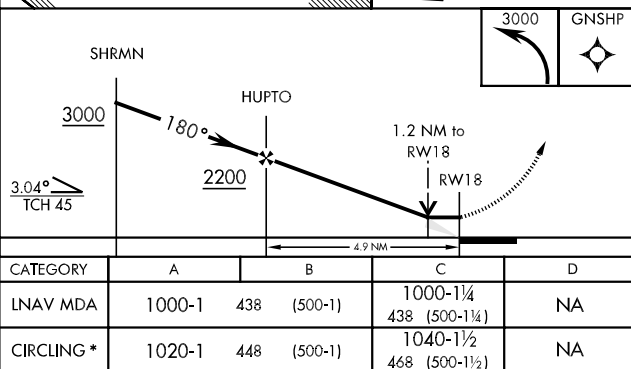
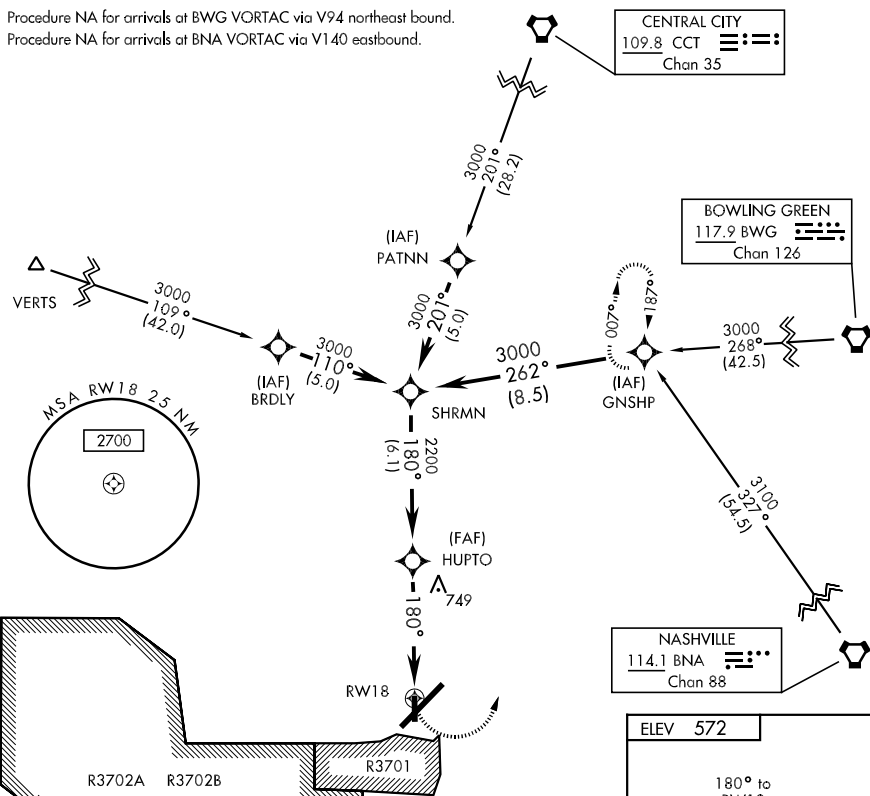


* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000
direct GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/ PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.
Procedure NA for arrivals at BNA VORTAC via V140 eastbound.



WAAS
Chan **56203**
W23A

APCH CRS
225°

Rwy Idg **11,800'**
TDZE
Arpt Elev **572**

AL-679 [USA]

CAMPBELL AAF (KHOP)

▼ * When ALS inop, increase CAT DE RVR to 60 and vis to 1½ miles.
** When ALS inop, increase RVR to 60 and vis to 1½ miles.
*** Circling NA SE of Rwy 5-23.

SALS

A2

MISSED APPROACH: Climb to 3000 direct JANEL and right turn via 324° track to HALUX and right turn via 065° track to GNSHP and hold.

ATIS
125.175 308.4

CAMPBELL APP CON
118.1 269.525

CAMPBELL TOWER
120.9 278.8

GND CON
121.8 266.8

CLNC DEL
138.8

ASR/
PAR

DME/DME RNP-0.3 NA.

For uncompensated BARO-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or
above 47°C (116°F).

Procedure NA for
arrivals at GNSHP
via V7 northbound.

CENTRAL CITY
109.8 CCT
Chan 35

BOWLING GREEN
117.9 BWG
Chan 126

Procedure NA for
arrivals at BWG
VORTAC via
V94 northeast bound.

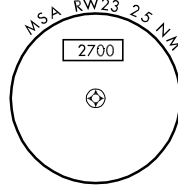
Procedure NA for
arrivals at BNA
VORTAC via
V140 eastbound.

NASHVILLE
114.1 BNA
Chan 88

HALUX

RW23

672



R3702A

R3702B

JANEL

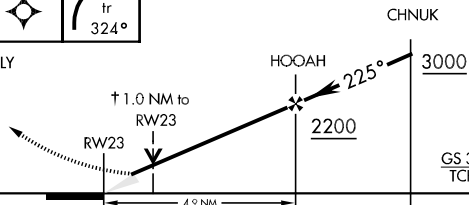
3000

JANEL

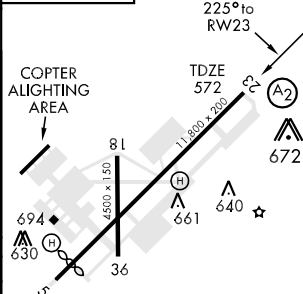
tr

324°

† LNAV ONLY



ELEV 572



CATEGORY	A	B	C	D	E
LPV DA	822/40		250	(300-¾)	
LNAV/DA**	922/50		350	(400-1)	
LNAV MDA*	940/40		368 (400-¾)	940/50 368 (400-1)	
CIRCLING***	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2	568 (600-2)

Rwy 5 Idg 10,905'
HIRL Rwy 5-23

GLASGOW MUNI (GLW) 2 NW UTC-6(-5DT) N37°01.91' W85°57.23'

716 B S2 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 07-25: H5301X100 (ASPH) S-30 HIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 26'.

RWY 25: REIL. PAPI(P2L)—GA 3.25° TCH 29'. Thld dsplcd 301'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5301 TODA-5301 ASDA-5000 LDA-5000

RWY 25: TORA-5301 TODA-5301 ASDA-5301 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For svc after hrs call 270-678-4400. Parachute Jumping. Rwy 25 NSTD location of dsplcd thld markings 40' from dsplcd thld lgts (lgts in correct position at 288' markings at 328'). HIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (270) 678-5787.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

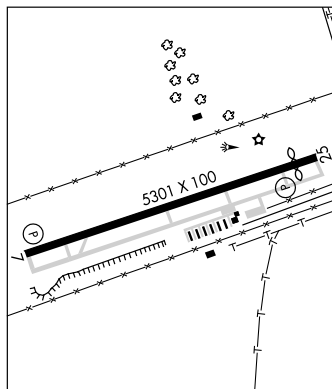
BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 073° 24.3 NM to fld. 565/02E.

BEAVER CREEK NDB (MHW) 260 BVQ N37°01.05' W86°00.55'

074° 2.8 NM to fld. NOTAM FILE LOU.

SDF 108.5 GLW Rwy 07. SDF unmonitored 2200-1300Z†.



ST LOUIS

H-5E, 9A, L-16J

IAP

GODMAN AAF (FTK)(KFTK) A 1 W UTC-5(-4DT) N37°54.42' W85°58.32'

755 B NOTAM FILE FTK Not insp.

RWY 18-36: H5185X150 (ASPH) PCN 120 F/A/W/T HIRL

RWY 18: SALSF. PVASI(P SIL). RWY 36: ODALS. PVASI(P SIL).

RWY 15-33: H4853X75 (ASPH) PCN 120 F/A/W/T HIRL

RWY 15: REIL.

RWY 09-27: H4999X150 (PEM) PCN 10 F/A/W/T

RWY 05-23: H1900X90 (ASPH) PCN 12 F/A/W/T

MILITARY SERVICE: JASU 1(AGPU) FUEL J8 Avbl Mon-Sun 1100-0300Z† excluding Federal holidays. OIL O-156

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. Ctc twr prior to engine start. Restricted area 1 NM SE of airfield. Transient parking/RON aircrews must sign in with arpt ops before departure flight line. Transient acft parking on red ramp (south) unless alternate parking coordinated. C-130 and larger acft parking on concrete pad between A and B twys. Rwy 05-23 heliport VFR use only. **RSTD** Official Business Only, PPR, DSN 464-5545, C502-624-5545. Inbound acft Code 7 or abv ctc Base OPS 20 minutes prior to ldg. Rwy 05-23 for KHOP acft use only. **CAUTION** Do not overfly the Gold Depository located 1 NM south of apch end Rwy 36. **TFC PAT** West side of airfield. **MISC** Wx forecast 1200-0100Z†. Wx observation support 24 hrs a day. FMQ-19 Wx Sensor located near mid-field, all readings are taken from that point. No Runway Visual Range values carried. Ctc gnd prior to engine start. Wx forecast, observation, PMSV, briefings and support 24hr/day 7 days/week if mission dictates. Otherwise ctc Scott OWS DSN 576-9755/9702, C618-256-9755/9702
HTTPS://150WS.SCOTT.AF.MIL-FMQ-19 in use.

COMMUNICATIONS: CTAF 133.35 233.7 ATIS 109.6 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† excluding holidays.)

Ⓡ **LOUISVILLE APP/DEP CON** 123.675 132.07 327.0

TOWER 133.35 233.7 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except hols. Other times ctc Godman Advisory svc on twr freq). **GND CON** 121.9 239.3 **PMSV METRO** 139.65 (Full svc during forecast hours.)

OPS 126.2 234.4 **AIR TO AIR** 237.5

AIRSPACE: CLASS D svc Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except holidays other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTK.

FORT KNOX (T) VOR/DME 109.6 FTK Chan 33 N37°54.45' W85°58.37' at fld. 740/1W.

MYSTIC (L) VOR 108.2 MYS N37°53.64' W86°14.67' 087° 13.0 NM to fld. NOTAM FILE LOU.

NDB (MHW) 396 GOI N37°57.52' W85°58.60' 178° 3.1 NM to fld.

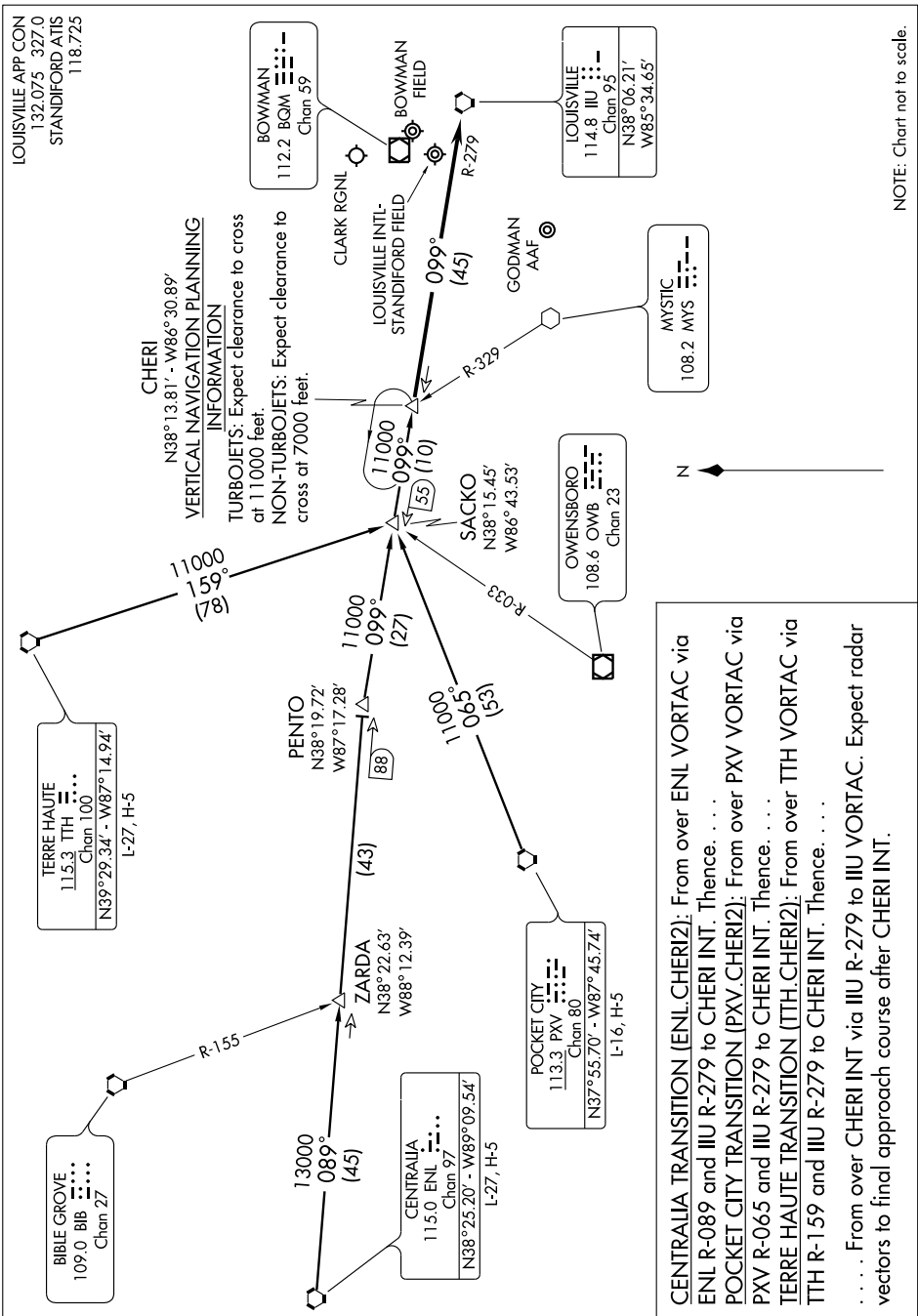
GOODALL N37°34.59' W84°45.84' NOTAM FILE LOU.


NDB (MHW) 311 DVK at Stuart Powell Fld.

CINCINNATI

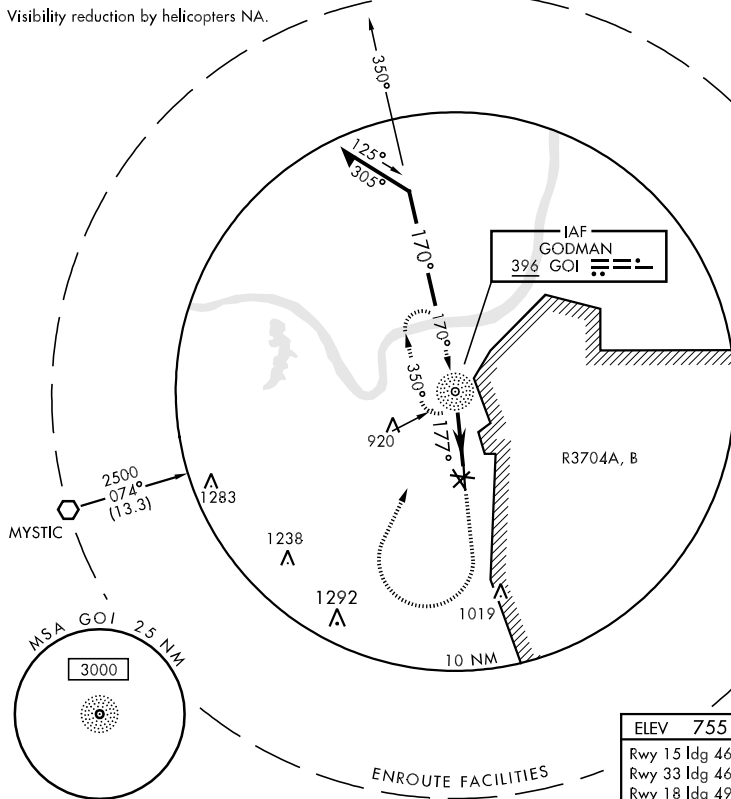
L-26F

GRAYSON CO (See LEITCHFIELD)



NDB GOI 396		APCH CRS 177°		Rwy Idg 4985 TDZE 754 Arprt Elev 755		AL-151 [USA]		NDB RWT 18 GODMAN AAF (KFTK)	
▼ * Circling not authorized E of Rwy 18-36.				SALS (A2) 		MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.			
ATIS ★ 109.6		LOUISVILLE APP CON 123.675 327.0		GODMAN TOWER ★ 133.35 233.7			GND CON 121.9 239.3		

Visibility reduction by helicopters NA.



Remain
within 10 NM

ND

2500

170

VGSI and descent
angles not coincident.

3.47° \searrow
TCH 55

CATEGORY		A		B		C		D	
S-18		1220-1	466	(500-1)		1220-1¼ 466 (500-1¼)		1220-1½ 466 (500-1½)	
CIRCLING *		1300-1	545	(600-1)		1300-1½ 545 (600-1½)		1320-2 565 (600-2)	

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

VOR/DME FTK 109.6 Chan 33	APCH CRS 144°	Rwy Idg 4653 TDZE 755 Arpt Elev 755
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AL-151 [USA]

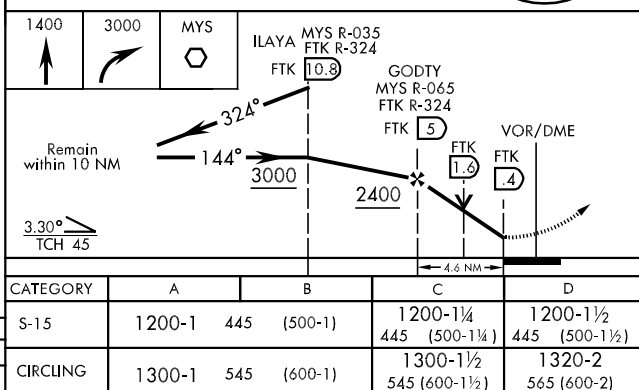
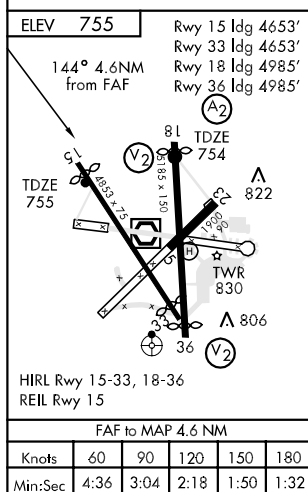
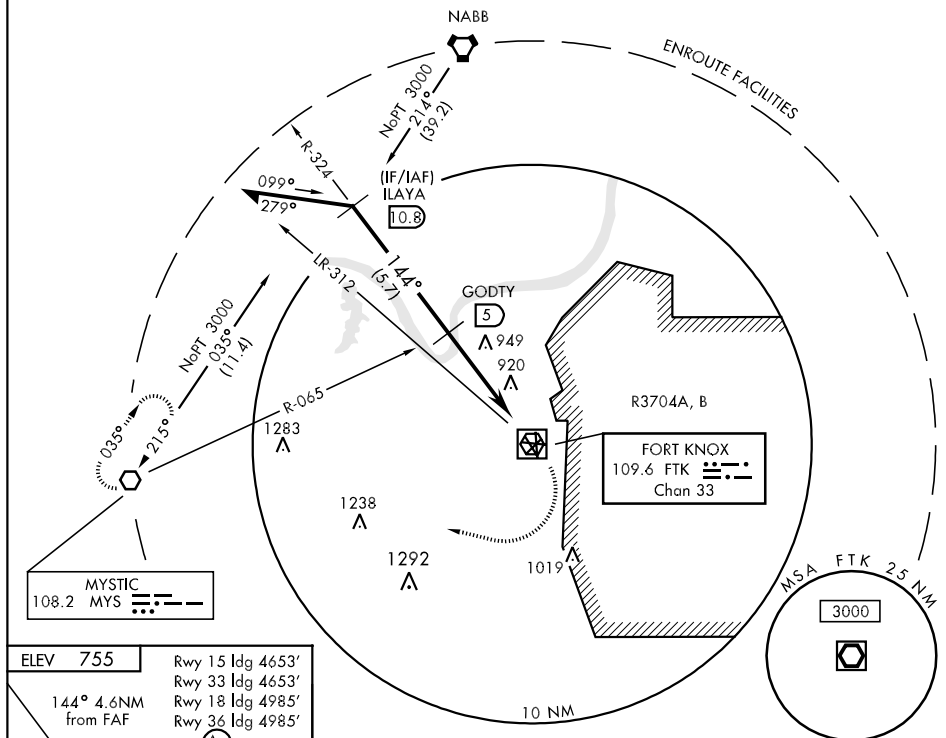
GODMAN AAF (KFTK)



MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

ATIS ★ 109.6	LOUISVILLE APP CON 123.675 327.0	GODMAN TOWER ★ 133.35 233.7	GND CON 121.9 239.3
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CAUTION: Configure for final approach prior to intercepting FTK R-324.



VOR/DME FTK 109.6 Chan 33	APCH CRS 186°	Rwy Idg 4985 TDZE 755 Arpt Elev 755
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AL-151 [USA]

GODMAN AAF (KFTK)



Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

ATIS ★ 109.6	LOUISVILLE APP CON 123.675 327.0	GODMAN TOWER ★ 133.35 233.7	GND CON 121.9 239.3
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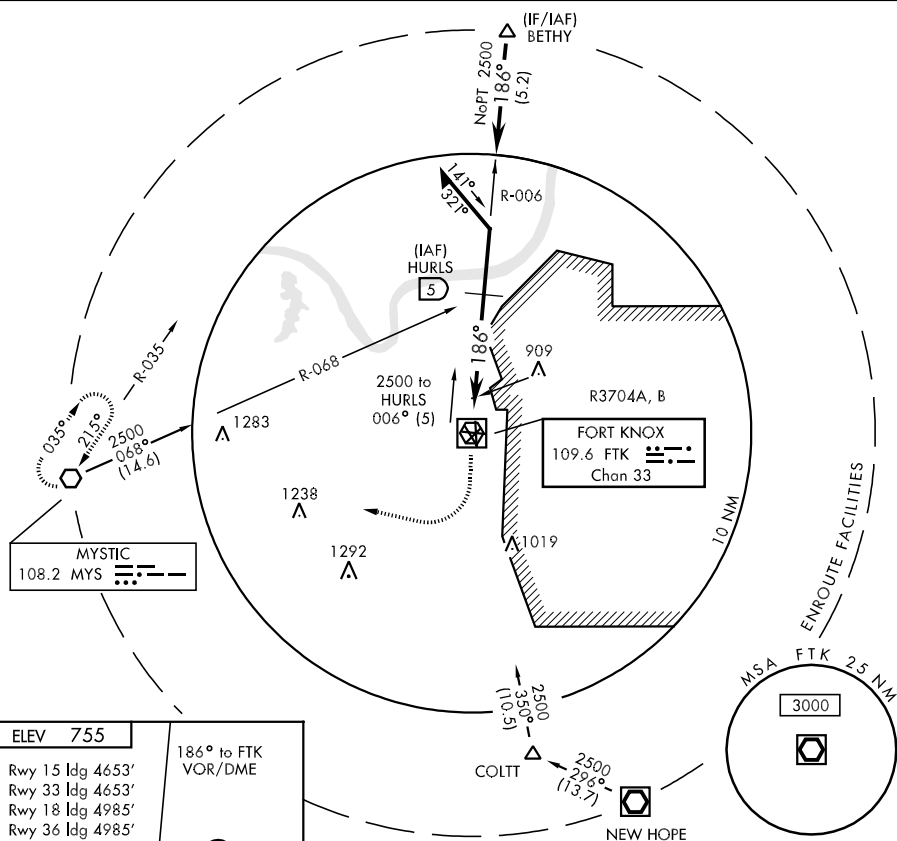


Diagram illustrating the HIRL Runway 15-33, 18-36 and REIL Runway 15. The diagram shows a runway layout with various lights and markers. Key features include:

- Runway 15 Idg 4653'
- Runway 33 Idg 4653'
- Runway 18 Idg 4985'
- Runway 36 Idg 4985'
- 186° to FTK VOR/DME
- A2
- TDZE 755
- Δ 822
- V2
- 81
- 6385 x 150
- G-1
- M253 x 75
- C-1
- H
- TWR 830
- Δ 806
- 36
- V2
- 3

HIRL Runway 15-33, 18-36
REIL Runway 15

<div><div>1400</div><div>↑</div></div> <div><div>3000</div><div>↷</div></div> <div><div>MYS</div><div>⬡</div></div>	<div><div>VOR/DME</div><div>HURLS MYS R-068 FTK R-006</div><div>5</div><div>Remain within 10 NM</div><div>006°</div><div>186°</div><div>2500</div><div>2500</div><div>3.50° TCH 45</div><div>4.6 NM</div></div>					
VGSI and descent angles not coincident.						
CATEGORY	A		B		C	D
S-18	1160-1 405 (500-1)				1160-1¼ 405 (500-1¼)	
CIRCLING	1300-1 545 (600-1)				1300-1½ 545 (600-1½)	1320-2 565 (600-2)

VOR/DME FTK 109.6 Chan 33	APCH CRS 349°	Rwy Idg 4985 TDZE 741 Arpt Elev 755
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AL-151 [USA]

GODMAN AAF (KFTK)

▼ Visibility reduction by helicopters NA.

* For inoperative ODALS, increase S-36 visibility CAT D ¼ mile.

ODALS



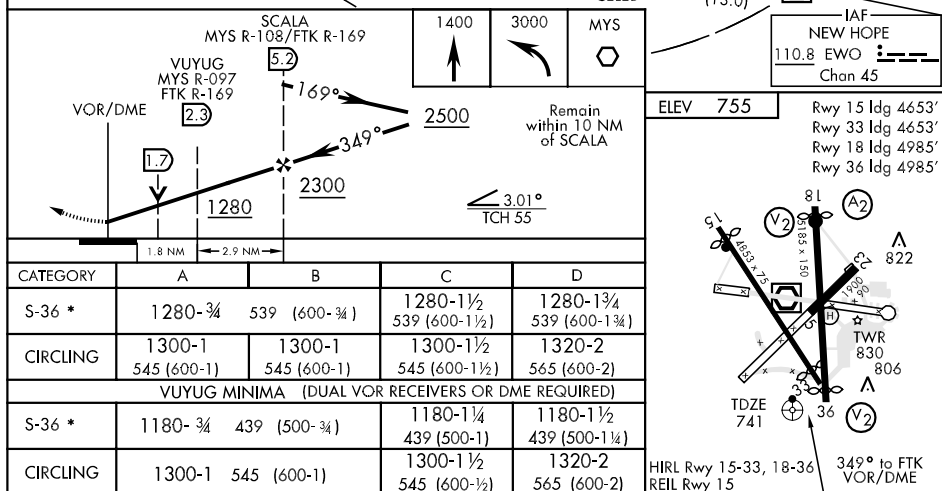
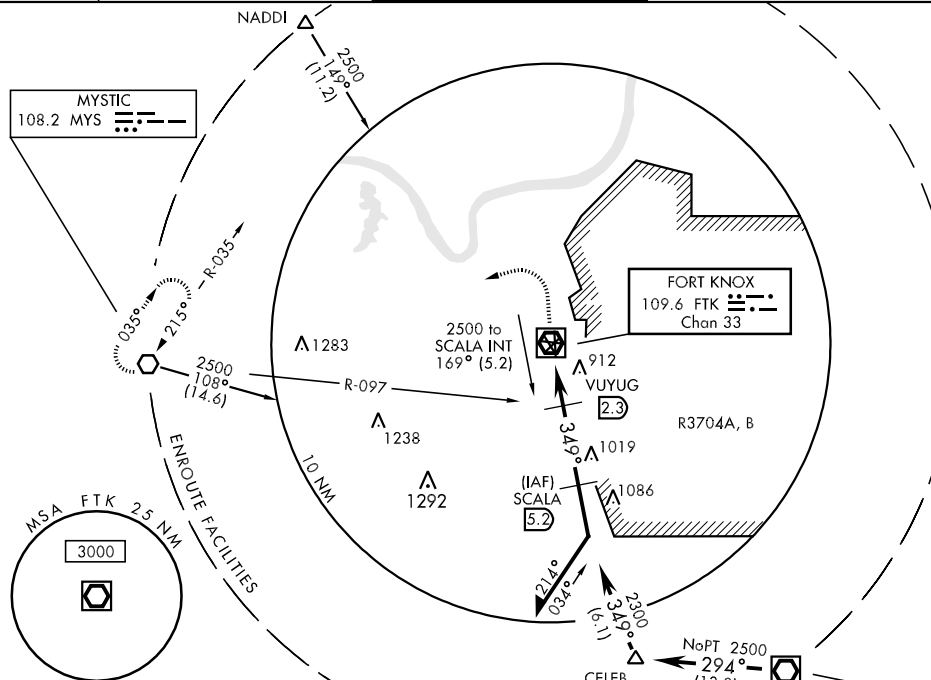
MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 direct MYS VOR and hold.

ATIS ★
109.6

LOUISVILLE APP CON
123.675 327.0

GODMAN TOWER ★
133.35 233.7

GND CQN
121.9 239.3



FORT KNOX, KENTUCKY

37° 54' N-85° 58' W

GODMAN AAF (KFTK)

Orig 10210

VOR RWY 36

SE-1. 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

FRANKFORT

CAPITAL CITY (FFT) 1 SW UTC-5(-4DT) N38°10.92' W84°54.37'

806 B S4 FUEL 100LL, JET A+ TPA-1802(996) NOTAM FILE FFT

RWY 06-24: H5905X100 (ASPH) S-44, D-51, 2D-82 MIRL 0.5% up SW

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 24: REIL. PAPI(P4L)—GA 3.5° TCH 34'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-5500 TODA-5500 ASDA-5500 LDA-5500

RWY 24: TORA-5900 TODA-5900 ASDA-5900 LDA-5900

AIRPORT REMARKS: Attended 1100-0300Z. Deer and birds on and in/ov arpt. Rwy 06 departures maintain rwy heading until 1000 AGL before making turn on course. P-line 742 ft from Rwy 24 end lgtd. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and Rwy 24, and REIL Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.275 (502) 227-5087**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 109.4T (LOUISVILLE RADIO)

Ⓡ LEXINGTON APP/DEP CON 120.75 CLNC DEL 118.1

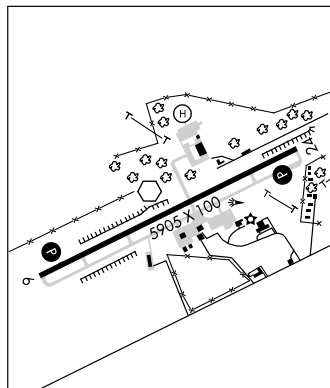
RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 302° 24.3 NM to fld. 1039/00E.

FRANKFORT (T) VOR 109.4 FFT N38°10.95' W84°54.52' at
fld. VOR unusable 001°-104° byd 10 NM blo 6000', 105°-360°
blo 6,000'. NOTAM FILE LOU.

ILS/DME 109.95 I-FFT Chan 36(Y) Rwy 24. LOC only.



HELIPAD H1: H100X100 (CONC)

HELIPORT REMARKS: Uncontrolled military helicopter traffic N of Rwy 06-24. Daniel Boone Heliport located one-half NM North of Rwy 24 thld. Military helicopters use right base to Rwy 24.

FRANKFORT N38°10.95' W84°54.52' NOTAM FILE LOU.

(T) VOR 109.4 FFT at Capital City. VOR unusable 001°-104° byd 10 NM blo 6000',
105°-360° blo 6000'.

RCO 122.1R 109.4T (LOUISVILLE RADIO)

CINCINNATI

L-26F, 27E

FULTON (1M7) 2 NW UTC-6(-5DT) N36°31.55' W88°54.94'

400 B S2 FUEL 100LL NOTAM FILE LOU

RWY 09-27: H2700X60 (ASPH) S-12 MIRL

RWY 09: REIL. VASI(V2L). Trees. RWY 27: REIL. VASI(V2L). Road.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and 27—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7

ST LOUIS

GENE SNYDER (See FALMOUTH)

LOC/DME I-FFT 109.95 Chan 36 (Y)	APP CRS 247°	Rwy Idg TDZE Apt Elev	5900 790 806
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LOC RWY 24

FRANKFORT/CAPITAL CITY (FFT)

NA Visibility reduction by helicopters NA. If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

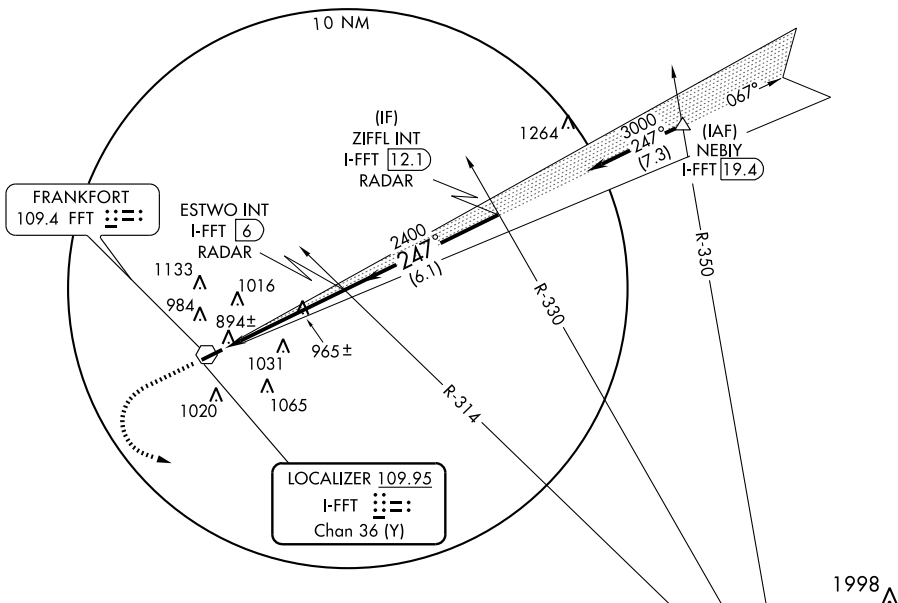
MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ASOS
119.275

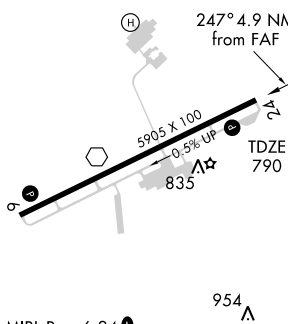
LEXINGTON APP CON
120.75 298.9

CINC DEL
118.1

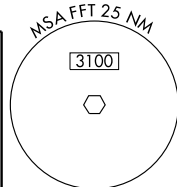
UNICOM
122.8 (CTAF) **0**



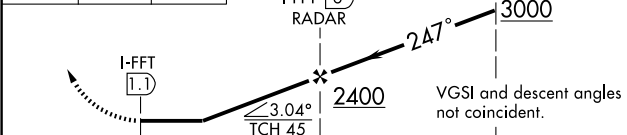
ELEV 806

DMIRL Rwy 6-24 **0**REIL Rwy 6 and 24 **0**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



3100	HYK 112.6
------	--------------



CATEGORY	A	B	C	D
S-24	1280-1	490 (500-1)	1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

FRANKFORT, KENTUCKY

Amdt 2A 09239

FRANKFORT/CAPITAL CITY (FFT)

38° 11' N-84° 54' W

LOC RWY 24

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
067°	TDZE	806
	Apt Elev	806

RNAV (GPS) RWY 6
FRANKFORT/CAPITAL CITY (FFT)

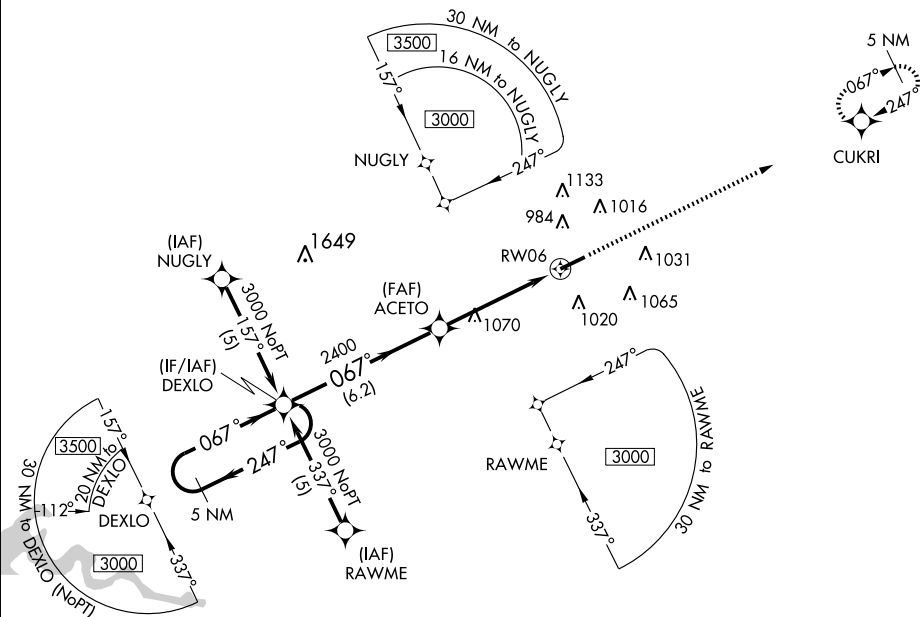
T Visibility reduction by helicopters NA.

A If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS
119.275

LEXINGTON APP CON
120.75 298.9

CLNC DEL
118.1UN|COM
122.8 (CTAF) **L**

5 NM
Holding Pattern DEXLO

VGSI and descent angles
not coincident.

ACETO

300

CUKRI

RW0d

4

...

--	--

[illegible]

7	51

6

1° 54'V

ELEV 806

D

TDZE

806

9

—

067
BVMMIRL
DEN 5

ANKFO

KINA

FRANKFORT, KENTUCKY

Amdt 1 09239

FRANKFORT/CAPITAL CITY (FET)

RNAV (GPS) RWY 6

SE-1. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5900
247°	TDZE	790
	Apt Elev	806

RNAV (GPS) RWY 24

FRANKFORT/ CAPITAL CITY (FFT)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

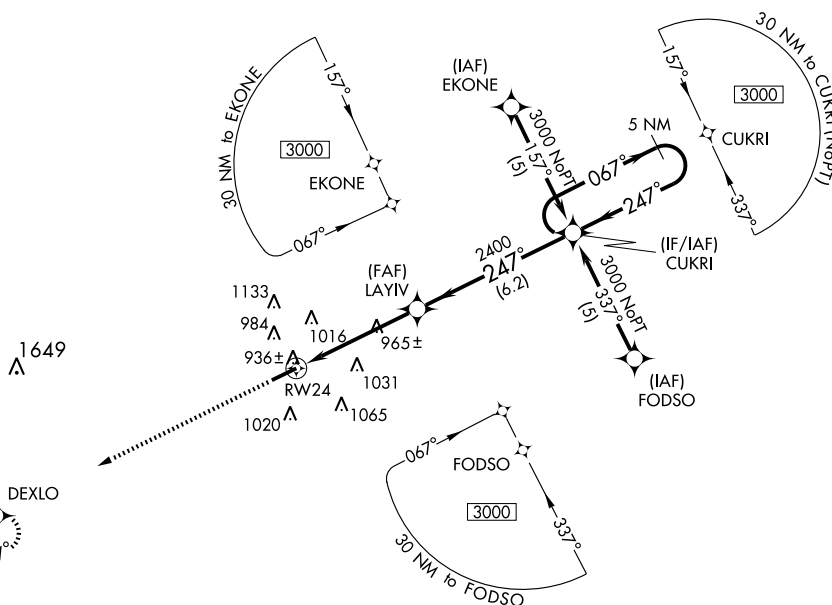
MISSED APPROACH: Climb to 3000
direct DEXLO and hold.

ASOS
119.275

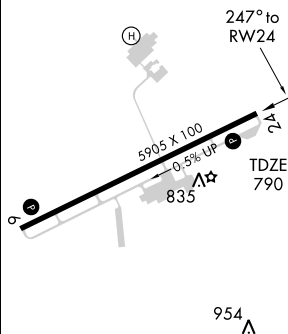
LEXINGTON APP CON
120.75 298.9

CLNC DEL
118.1

UNICOM
122.8 (CTAF) 1



ELEV 806

DMIRL Rwy 6-24 **1**REIL Rwy 6 and 24 **1**

	3000 DEXLO		CUKRI 5 NM Holding Pattern	
	RWY 24		LAYIV 2400	
	≤ 3.08° TCH 45		067° 3000	
	4.9 NM		6.2 NM	
CATEGORY	A		D	
LNAV MDA	1280-1 490 (500-1)		1280-1½ 490 (500-1½)	
CIRCLING	1280-1 474 (500-1)		1340-1 534 (600-1)	
			1380-1½ 574 (600-1½)	
			1420-2 614 (700-2)	

FRANKFORT, KENTUCKY

Amdt 1A 09239

FRANKFORT/ CAPITAL CITY (FFT)

38° 11' N-84° 54' W

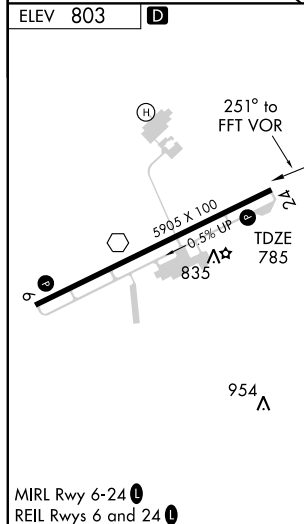
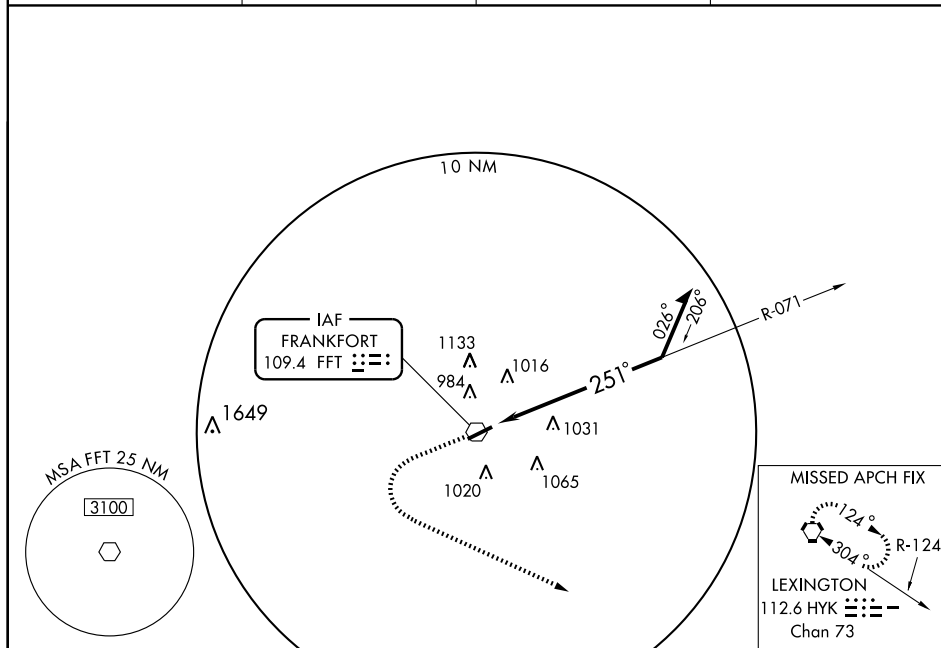
RNAV (GPS) RWY 24

VOR FFT	APP CRS	Rwy Idg TDZE	5900
109.4	251°	Apt Elev	785
			803

VOR RWY 24

FRANKFORT/ CAPITAL CITY (FFT)

V Δ NA		MISSED APPROACH: Climb to 3000 then left turn direct HYK VORTAC and hold.	
ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.1	UNICOM 122.8 (CTAF) 0



FRANKFORT, KENTUCKY

Amdt 2B 09239

FRANKFORT/ CAPITAL CITY (FFT)

38° 11' N-84° 54' W

VOR RWY 24

GEORGETOWN SCOTT CO—MARSHALL FLD (27K) 6 E UTC-5(-4DT) N38°14.07' W84°26.08' CINCINNATI

947 B FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 03-21: H5498X100 (ASPH) S-30 HIRL 0.3% up NE

H-106, L-26F, 27E
IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 34'.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Fri 1300-0000Z†, Sat

1300-2300Z†, Sun 1400-2200Z†. Rwy 03-21 SW 1500' unlgtd.

For fuel after hrs call 859-608-8858 or 859-699-7639. Fee charged. ACTIVATE HIRL Rwy 03-21; PAPI Rwy 03 and Rwy 21 REIL Rwy 03 and Rwy 21 and lgtd wind sock—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.975 (502) 867-1564.

COMMUNICATIONS: CTAF/UNICOM 123.0

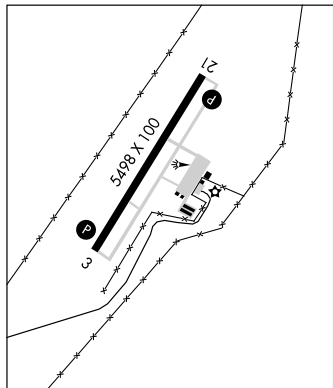
Ⓡ LEXINGTON APP/DEP COM 120.75 (221°-039°) 120.15 (040°-220°)

CLNC DEL 127.425

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73

N37°57.98' W84°28.35' 006° 16.2 NM to fld. 1039/00E.

**GILBERTSVILLE****GILBERTSVILLE DAM STATE PARK** (M34) 1 NW UTC-6(-5DT) N37°00.58' W88°17.96'ST LOUIS
L-161

349 B NOTAM FILE LOU

RWY 09-27: H4000X100 (ASPH) S-12.5 MIRL

RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 21'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 4.0° TCH 21'. Trees.

AIRPORT REMARKS: Unattended. Deer and large flocks of geese on and invof arpt. MIRL Rwy 09-27 preset med ints; to increase ints and ACTIVATE REIL Rwy 09-27—CTAF.

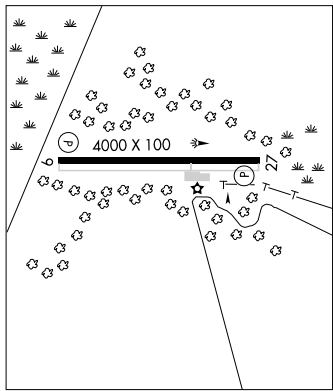
WEATHER DATA SOURCES: AWOS-3 119.075 (270) 362-9685. OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 087° 25.8 NM to fld. 480/03E.



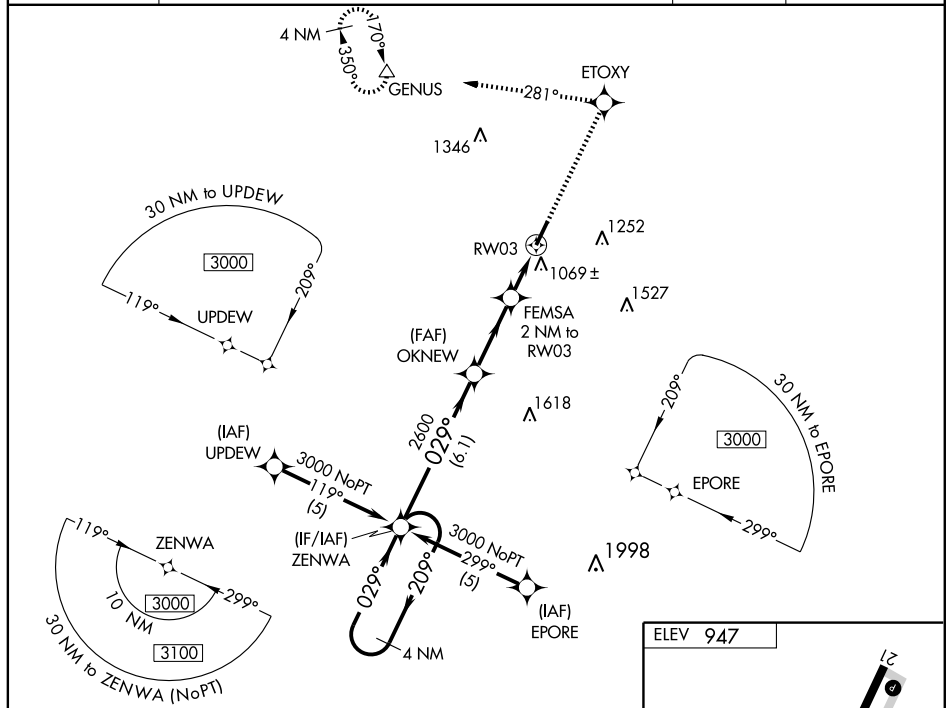
WAAS CH 56309 W03A	APP CRS 029°	Rwy ldg TDZE 940 Apt Elev 947	5498 940 947
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RNAV (GPS) RWY 3

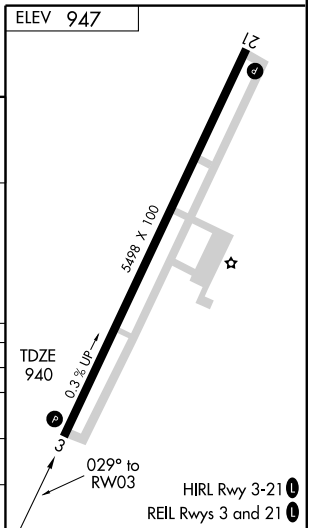
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.</p>
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AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern	ZENWA	3000	ETOXY	GENUS
3000	209°	029°	tr 281°	* LNAV only
GS 3.00° TCH 34	2600	1600*	1.1 NM to RWY 3	
	6.1 NM	3.1 NM	0.9	1.1
CATEGORY	A	B	C	D
LPV DA		1140-¾	200 (200-¾)	
LNAV/VNAV DA		1375-1½	435 (500-1½)	
LNAV MDA		1320-1	380 (400-1)	1320-1¼ 380 (400-1¼)
CIRCLING	1420-1	473 (500-1)	1420-1½ 473 (500-1½)	1580-2 633 (700-2)



APP CRS **209°**
Rwy Idg **5498**
TDZE **947**
Apt Elev **947**

RNAV (GPS) Y RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

V DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting.
NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

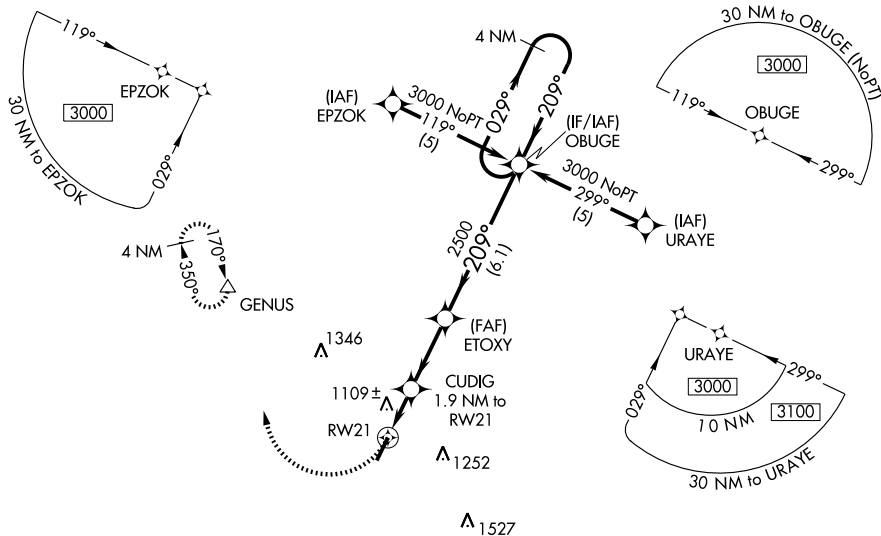
AWOS-3
119.975

LEXINGTON APP CON

120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)

CLNC DEL
127.425

UNICOM
123.0 (CTAF) 0

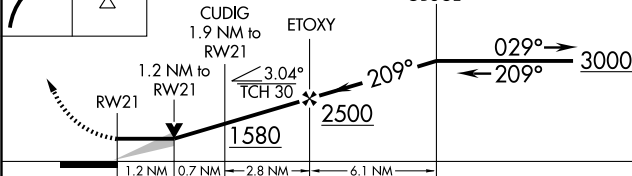


ELEV 947

209° to
RWY 21
TDZE
947

HIRL Rwy 3-21 0
REIL Rwy 3 and 21 0

3000 GENUS
△



CATEGORY	A	B	C	D
LNAV MDA	1360-1	413 (500-1)	1360-1½	413 (500-1½)
CIRCLING	1420-1	473 (500-1)	1420-1½	1580-2
			473 (500-1½)	633 (700-2)

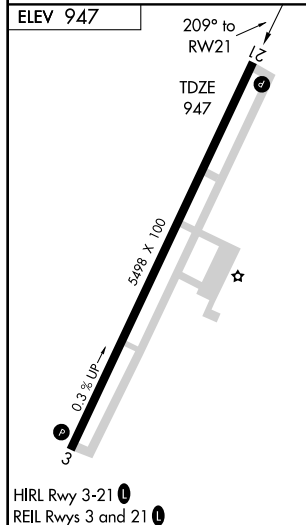
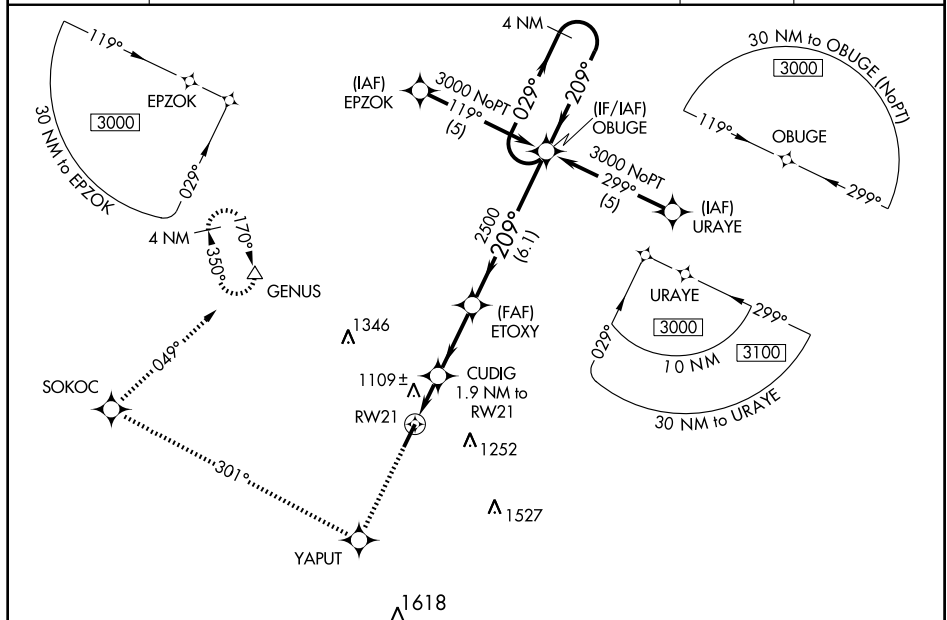
WAAS CH 48909 W21A	APP CRS 209°	Rwy Idg TDZE Apt Elev	5498 947 947
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RNAV (GPS) Z RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

<p>▼ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1185, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LPV all Cats and LNAV Cat D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Lexington altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.</p>
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AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) 0
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3000	YAPUT	SOKOC	GENUS	4 NM Holding Pattern
↑	✧	✧	✧	△
* LNAV only				
<p>CUDIG 1.9 NM to RWY 21</p> <p>ETOXY 2500</p> <p>OBUGE</p> <p>209° 029° 3000</p> <p>209° 2500</p> <p>GS 3.00° TCH 30</p> <p>1.2 NM 0.7 NM 2.8 NM 6.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	1147-3/4 200 (200-3/4)			
LNAV/VNAV DA	1421-13/4 474 (500-13/4)			
LNAV MDA	1360-1 413 (500-1)		1360-1 1/4 413 (500-1 1/4)	
CIRCLING	1420-1 473 (500-1)		1420-1 1/2 473 (500-1 1/2) 1580-2 633 (700-2)	

GLASGOW MUNI (GLW) 2 NW UTC-6(-5DT) N37°01.91' W85°57.23'

716 B S2 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 07-25: H5301X100 (ASPH) S-30 HIRL

RWY 07: REIL. PAPI(P2L)—GA 3.0°TCH 26'.

RWY 25: REIL. PAPI(P2L)—GA 3.25° TCH 29'. Thld dsplcd 301'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5301 TODA-5301 ASDA-5000 LDA-5000

RWY 25: TORA-5301 TODA-5301 ASDA-5301 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For svc after hrs call 270-678-4400. Parachute Jumping. Rwy 25 NSTD location of dsplcd thld markings 40' from dsplcd thld lgts (lgts in correct position at 288' markings at 328'). HIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (270) 678-5787.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

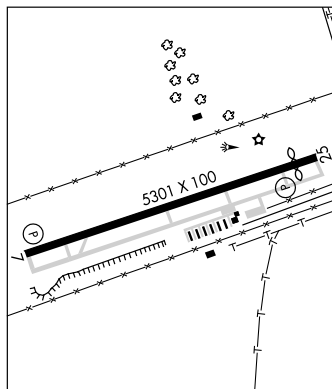
BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 073° 24.3 NM to fld. 565/02E.

BEAVER CREEK NDB (MHW) 260 BVQ N37°01.05' W86°00.55'

074° 2.8 NM to fld. NOTAM FILE LOU.

SDF 108.5 GLW Rwy 07. SDF unmonitored 2200-1300Z†.



ST LOUIS

H-5E, 9A, L-16J

IAP

GODMAN AAF (FTK)(KFTK) A 1 W UTC-5(-4DT) N37°54.42' W85°58.32'

755 B NOTAM FILE FTK Not insp.

RWY 18-36: H5185X150 (ASPH) PCN 120 F/A/W/T HIRL

RWY 18: SALSF. PVASI(P SIL). RWY 36: ODALS. PVASI(P SIL).

RWY 15-33: H4853X75 (ASPH) PCN 120 F/A/W/T HIRL

RWY 15: REIL.

RWY 09-27: H4999X150 (PEM) PCN 10 F/A/W/T

RWY 05-23: H1900X90 (ASPH) PCN 12 F/A/W/T

MILITARY SERVICE: JASU 1(AGPU) FUEL J8 Avbl Mon-Sun 1100-0300Z† excluding Federal holidays. OIL O-156

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. Ctc twr prior to engine start. Restricted area 1 NM SE of airfield. Transient parking/RON aircrews must sign in with arpt ops before departure flight line. Transient acft parking on red ramp (south) unless alternate parking coordinated. C-130 and larger acft parking on concrete pad between A and B twys. Rwy 05-23 heliport VFR use only. **RSTD** Official Business Only, PPR, DSN 464-5545, C502-624-5545. Inbound acft Code 7 or abv ctc Base OPS 20 minutes prior to ldg. Rwy 05-23 for KHOP acft use only. **CAUTION** Do not overfly the Gold Depository located 1 NM south of apch end Rwy 36. **TFC PAT** West side of airfield. **MISC** Wx forecast 1200-0100Z†. Wx observation support 24 hrs a day. FMQ-19 Wx Sensor located near mid-field, all readings are taken from that point. No Runway Visual Range values carried. Ctc gnd prior to engine start. Wx forecast, observation, PMSV, briefings and support 24hr/day 7 days/week if mission dictates. Otherwise ctc Scott OWS DSN 576-9755/9702, C618-256-9755/9702
HTTPS://150WS.SCOTT.AF.MIL-FMQ-19 in use.

COMMUNICATIONS: CTAF 133.35 233.7 ATIS 109.6 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† excluding holidays.)

Ⓡ **LOUISVILLE APP/DEP CON** 123.675 132.07 327.0

TOWER 133.35 233.7 (Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except hols. Other times ctc Godman Advisory svc on twr freq). **GND CON** 121.9 239.3 **PMSV METRO** 139.65 (Full svc during forecast hours.)

OPS 126.2 234.4 **AIR TO AIR** 237.5

AIRSPACE: CLASS D svc Mon-Fri 1100-0300Z†, Sat-Sun 1200-2000Z† except holidays other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTK.

FORT KNOX (T) VOR/DME 109.6 FTK Chan 33 N37°54.45' W85°58.37' at fld. 740/1W.

MYSTIC (L) VOR 108.2 MYS N37°53.64' W86°14.67' 087° 13.0 NM to fld. NOTAM FILE LOU.

NDB (MHW) 396 GOI N37°57.52' W85°58.60' 178° 3.1 NM to fld.

GOODALL N37°34.59' W84°45.84' NOTAM FILE LOU.

NDB (MHW) 311 DVK at Stuart Powell Fld.

CINCINNATI

L-26F

GRAYSON CO (See LEITCHFIELD)

WAAS CH 77607 W07A	APP CRS 073°	Rwy Idg TDZE Apt Elev	5000 709 716
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RNAV (GPS) RWY 7

GLASGOW MUNI (GLW)

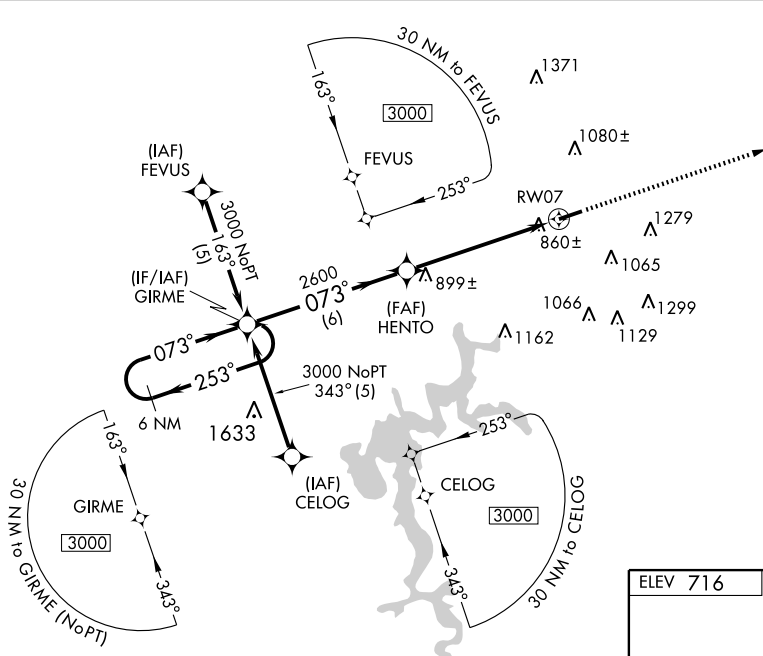
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1214 feet, LNAV/VNAV DA to 1313 feet, LPV and LNAV/VNAV all Cats. visibilities ½ mile, LNAV Cats. C and D visibilities ¼ mile, and Circling Cat. C visibility ½ mile, Cat. D visibility ¼ mile. VDP NA when using Bowling Green altimeter setting. Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH:
Climb to 3000 direct
ZERAX and hold.

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) **L**

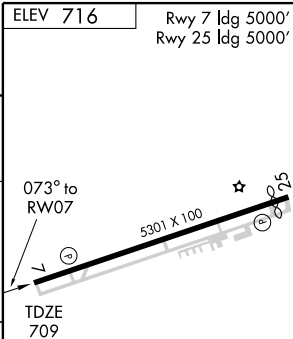
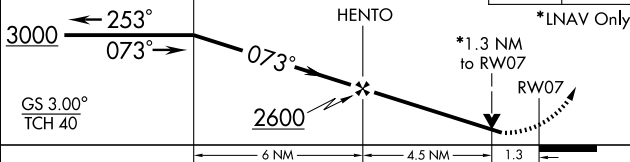
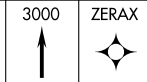


MISSED APCH FIX



6 NM
Holding Pattern

VGSI and RNAV glidepath
not coincident.



CATEGORY	A	B	C	D
LPV DA	1071-1¼		362 (400-1¼)	
LNAV/VNAV DA	1170-1¾		461 (500-1¾)	
LNAV MDA	1140-1	431 (500-1)	1140-1¼ 431 (500-1¼)	1140-1½ 431 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 **L**
REIL Rwy 7 and 25 **L**

APP CRS **253°**
 Rwy Idg **5000**
 TDZE **715**
 Apt Elev **716**

RNAV (GPS) RWY 25

GLASGOW MUNI (GLW)

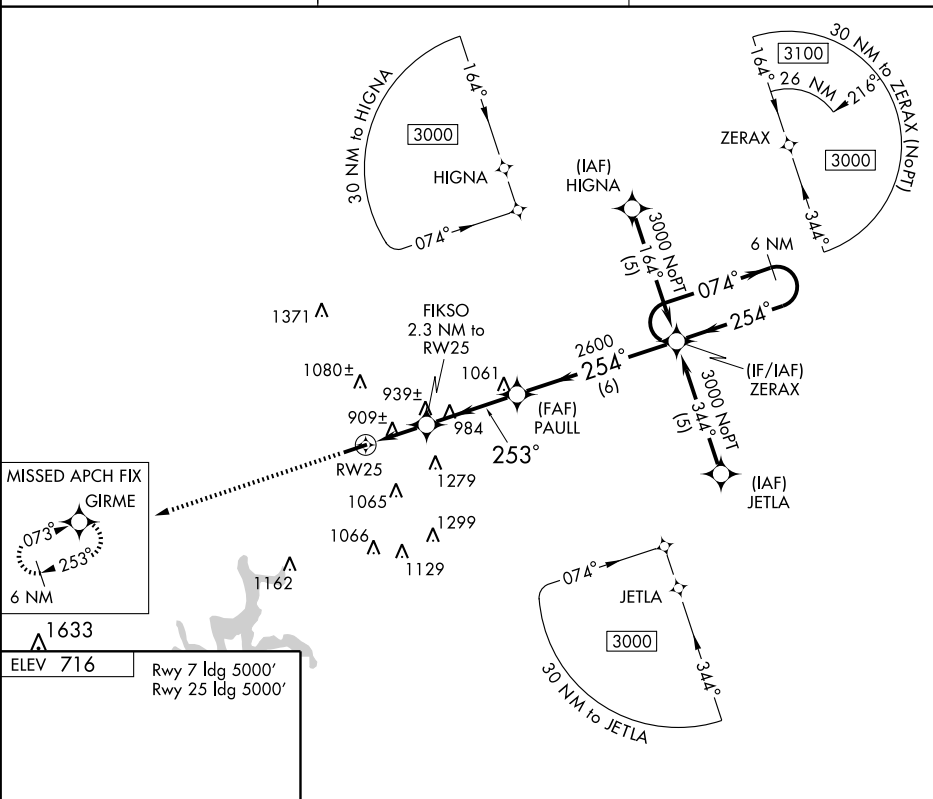
⚠ When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat. C and D visibility $\frac{1}{2}$ mile, Circling Cat. C $\frac{1}{2}$ mile, Cat. D $\frac{1}{4}$ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
 Climb to 3000 direct GIRME and hold.

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) 0



HIRL Rwy 7-25 **0**
 REIL Rwy 7 and 25 **0**

GLASGOW, KENTUCKY
 Amdt 1 08157

37°02'N-85°57'W

GLASGOW MUNI (GLW)
RNAV (GPS) RWY 25

VORTAC BWG 117.9 Chan 126	APP CRS 073°	Rwy Idg TDZE Apt Elev	5000 709 716
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VOR/DME RWY 7

GLASGOW MUNI (GLW)

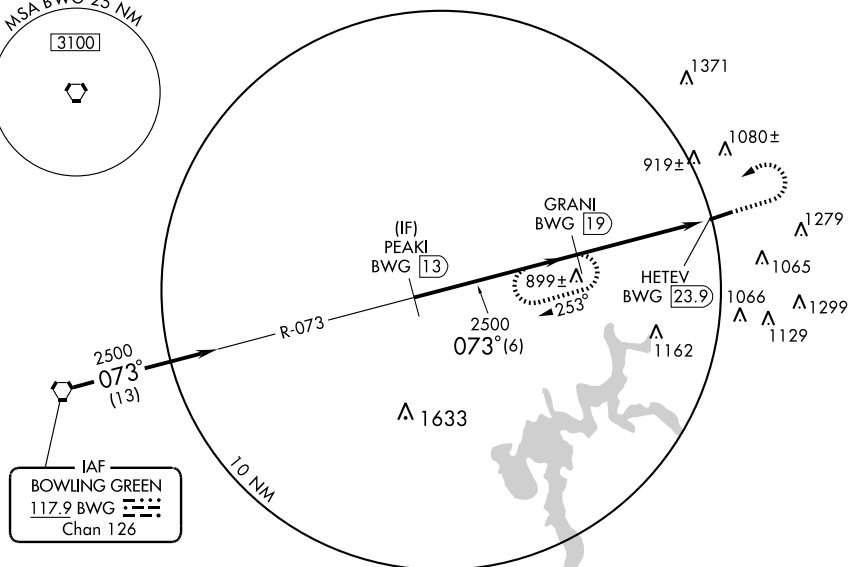
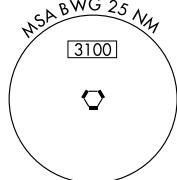
▼ When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 160 feet, S-7 Cat. C and D visibility $\frac{1}{4}$ mile, Circling Cat. C visibility $\frac{1}{2}$ mile, Cat. D $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 via BWG VORTAC R-073 to GRANI/19 DME and hold

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

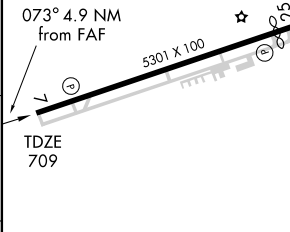
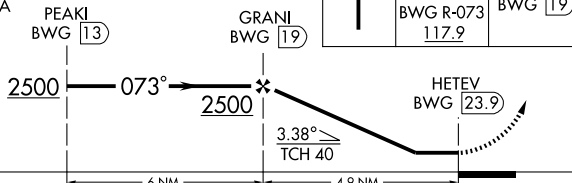
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival on BWG VORTAC
airway radials 039 CW 106.

ELEV 716 Rwy 7 Idg 5000'
Rwy 25 Idg 5000'

Procedure Turn NA VGSi and descent angles not coincident.



CATEGORY	A	B	C	D
S-7	1180-1 471 (500-1)	1180-1¼ 471 (500-1¼)	1180-1½ 471 (500-1½)	1180-1¾ 471 (500-1¾)
CIRCLING	1220-1 504 (600-1)	1240-1¼ 524 (600-1¼)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 0				
REIL Rwy 7 and 25 0				
Knots	60	90	120	150
Min:Sec				

GREENVILLE

MUHLENBERG CO (M21) 2 NE UTC-6(-5DT) N37°13.57' W87°09.38'

428 B S4 FUEL 100LL, JET A NOTAM FILE LOU

RWY 05-23: H5000X75 (ASPH) S-28 MIRL

RWY 05: REIL. SAVASI(S2L)—GA 5.0° TCH 30'. Road.

RWY 23: REIL. SAVASI(S2L)—GA 5.0° TCH 25'. Thld dsplcd 400'. Road.

AIRPORT REMARKS: Attended 1400-2300Z†. Prior arrangement for svc after hr call 270-338-9419. 100LL fuel self serve 24 hrs with credit card. JET A fuel avbl on req during hrs arpt attended. For JET A fuel and other svc after hrs call 270-543-5198. Parachute Jumping. Marked and lgt d-p-line under Rwy 05 apch 1000' from rwy end. ACTIVATE MIRL Rwy 05-23; SAVASI and REIL Rws 05 and 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.375 (270) 338-7788.

COMMUNICATIONS: CTAF/UNICOM 123.0

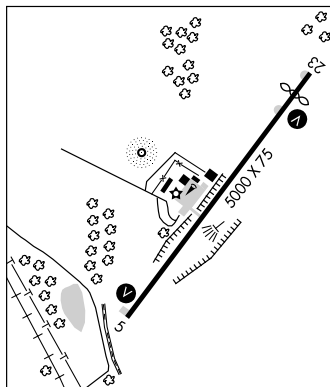
Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†)

Ⓡ MEMPHIS CENTER APP/DEP CON 133.85. (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'
W87°15.82' 152° 10.7 NM to fld. 450/01W.

NDB (MHW) 362 GMH N37°13.62' W87°09.55' at fld. VFR only.



ST LOUIS

H-5E, 9A, L-161

IAP

HANCOCK CO—RON LEWIS FLD (See LEWISPORT)

HARDINSBURG

BRECKINRIDGE CO (I93) 1 E UTC-6(-5DT) N37°47.10' W86°26.52'

735 NOTAM FILE LOU

RWY 09-27: H3500X75 (ASPH) S-8 LIRL

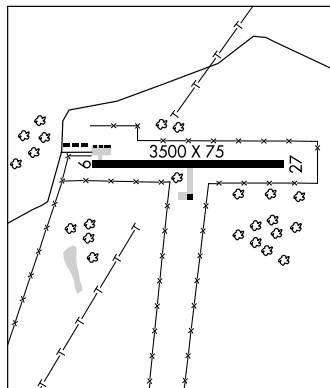
RWY 09: Road. RWY 27: Trees.

AIRPORT REMARKS: Unattended. Rwy 09-27 open cracks, raveling.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 283° 37.6 NM to fld. 960/01E.



ST LOUIS

L-16J

HARLAN

TUCKER—GUTHRIE MEML (I35) 2 NW UTC-5(-4DT) N36°51.56' W83°21.51'

1551 FUEL JET A NOTAM FILE LOU

RWY 08-26: H2700X75 (ASPH) S-24 1.0% down SW

RWY 08: VASI (NSTD). Trees. RWY 26: Thld dsplcd 670'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. CAUTION—Arpt located in mountainous terrain, possible turbulence. Rwy 08 2-box VASI on both sides of rwy for day use only. ACTIVATE VASI Rwy 08—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

CINCINNATI

L-26H

APP CRS **239°**
Rwy Idg **4600**
TDZE **428**
Apt Elev **428**

RNAV (GPS) RWY 23

GREENVILLE/MUHLBERG COUNTY (M21)

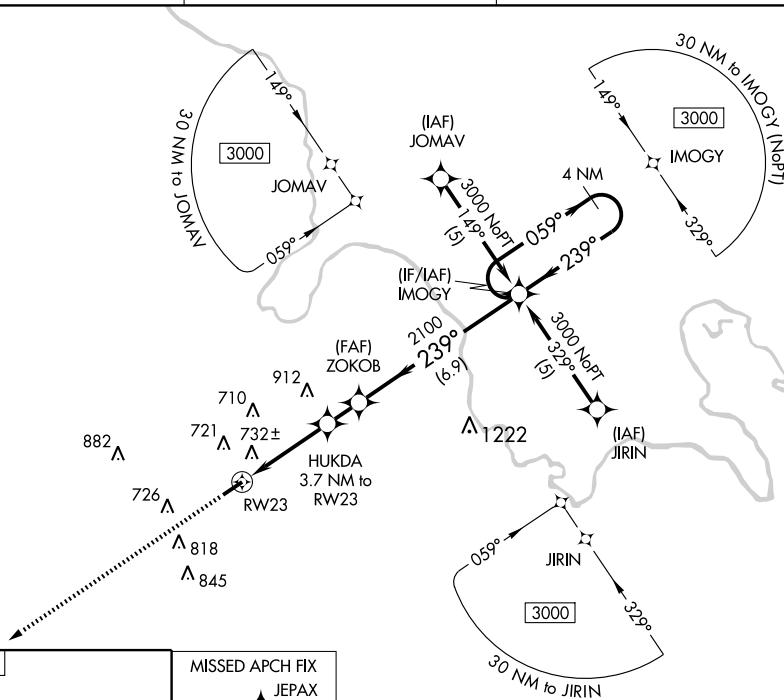
▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and LNAV and circling Cats C and D visibility ¼ mile. VDP NA with Owensboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEPAX and hold.

AWOS-3
120.375

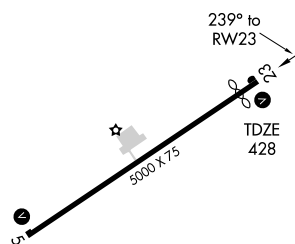
EVANSVILLE APP CON ★
126.4 226.4

UNICOM
123.0 (CTAF) 0



ELEV **428**

MISSED APCH FIX
JEPAX



3000
JEPAX

RWY 23
1 NM to RWY 23
2.7 NM
1.4 NM
6.9 NM

HUKDA
3.7 NM to RWY 23
3.04°
TCH 40
2100
1640

IMOGY
4 NM
Holding Pattern

059° → 3000
← 239°
VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1000-1	572 (600-1)	1000-1½ 572 (600-1½)	1000-1¾ 572 (600-1¾)
CIRCLING	1040-1	612 (700-1)	1040-1¾ 612 (700-1¾)	1040-2 612 (700-2)

MIRL Rwy 5-23 0
REIL Rwys 5 and 23 0

VORTAC CCT 109.8 Chan 35	APP CRS 153°	Rwy Idg TDZE Apt Elev	N/A N/A 428
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VOR/DME-A

GREENVILLE/MUHLENBERG COUNTY (M21)

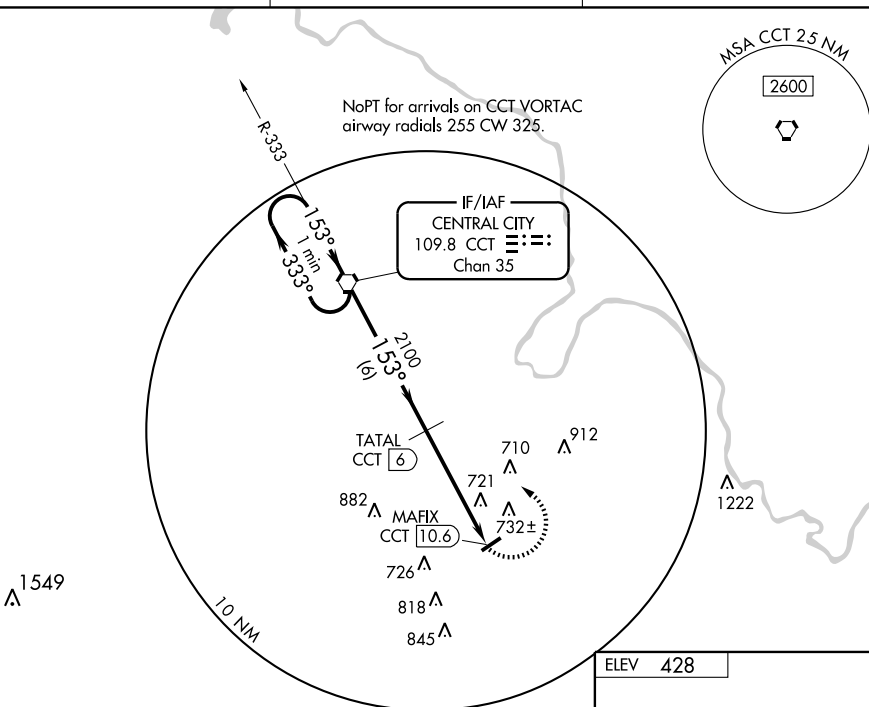
A NA When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct CCT VORTAC and hold.

AWOS-3
120,375

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
123.0 (CTAF) **L**



One Minute Holding Pattern

VORTAC

2500

CCT

2500

TOTAL
CCT 6

MAFIX
CCT 10.6

153° 4.6 NM
from FAF

5000 x 75

CATEGORY	A	B	C	D
CIRCLING	1040-1	612 (700-1)	1040-1 ³ / ₄ 612 (700-1 ³ / ₄)	1040-2 612 (700-2)

MIRL Rwy 5-23 **L**
REIL Rwys 5 and 23 **L**

HARTFORD**OHIO CO**

(7K4) 3 NE UTC-6(-5DT) N37°27.50' W86°51.00'

535 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE LOU

RWY 03-21: H4818X60 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 21: PAPI(P2L)—GA 4.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Deer on and invof arpt. For after hours svc call 270-298-3500. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF. Lgts also avbl by phone request by calling 270-298-3500.

COMMUNICATIONS: CTAF/UNICOM 122.8

EVANSVILLE APP/DEP CON 126.4 (1200-0500Z‡)

INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z‡)

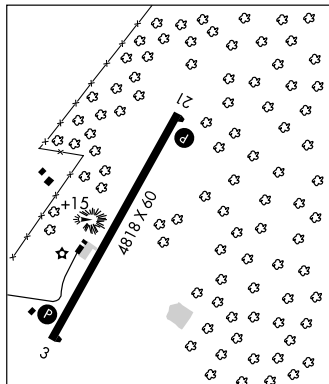
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.**CENTRAL CITY (L) VORTAC** 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 078° 20.3 NM to fld. 450/01W.

ST LOUIS

L-161

IAP

**HAZARD****WENDELL H FORD**

(K2Ø) 10 NW UTC-5(-4DT) N37°23.24' W83°15.70'

1253 B S2 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 14-32: H5500X100 (ASPH) S-30 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 29'. Trees.

RWY 32: REIL. PAPI(P4R)—GA 4.0. TCH 38'. Hill.

RWY 06-24: H3250X60 (ASPH) S-12

RWY 06: Thld dsplcd 277'. RWY 24: Thld dsplcd 282'. Trees.

AIRPORT REMARKS: Attended 1300-dusk. Rwy 06-24 moderate cracking. Rwy 06 dsplcd thld lgts 65 ft W of marked dsplcd thld. Rwy 24 dsplcd thld lgts 10 ft E of marked dsplcd thld. Rwy 32 PAPI unusable byd 2.5 NM. Unusable byd 7° right of final and byd 5° left of final. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32—CTAF. Ldg fee: ramp fees.

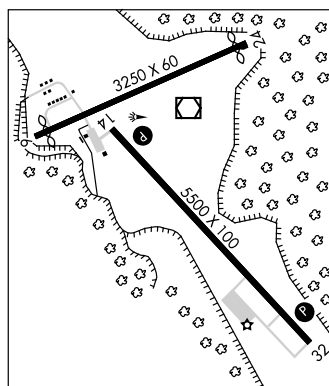
WEATHER DATA SOURCES: AWOS-3 119.025 (606) 435-2452.**COMMUNICATIONS:** CTAF/UNICOM 122.7**HAZARD RCO** 122.1R 111.2T (LOUISVILLE RADIO)Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.**HAZARD (L) VOR/DME** 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' at fld. 1247/04W.

CINCINNATI

H-10G, 12H, L-26G

IAP

**HAZARD**

N37°23.48' W83°15.78' NOTAM FILE LOU.

(L) **VOR/DME** 111.2 AZQ Chan 49 at Wendell H Ford. 1247/04W.

DME unusable byd 25 NM blo 4500'.

RCO 122.1R 111.2T (LOUISVILLE RADIO)**CINCINNATI**

L-26G

APP CRS **027°**
 Rwy Idg **4818**
 TDZE **530**
 Apt Elev **535**

GPS RWY 3

HARTFORD / OHIO COUNTY (7K4)

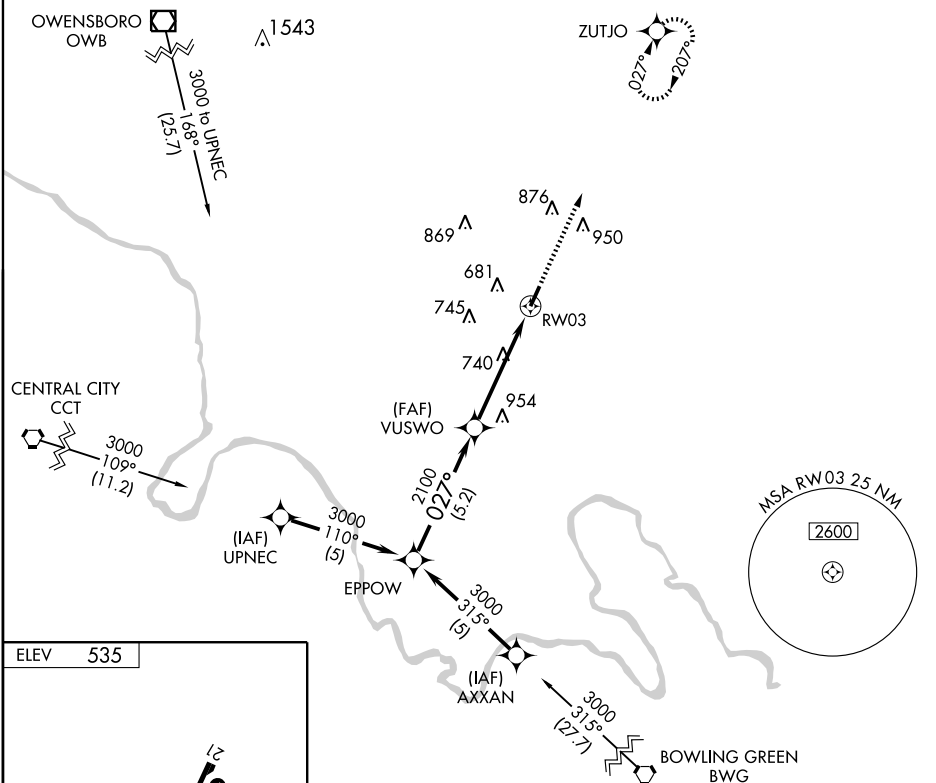
▼ Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUTJO WP and hold.

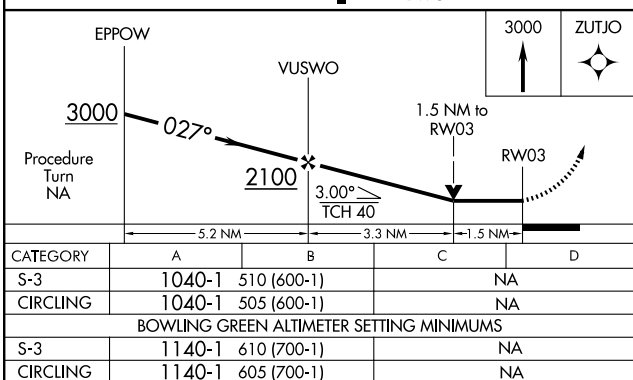
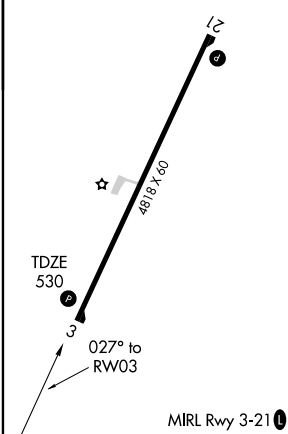
EVANSVILLE APP CON ★

126.4 226.4

UNICOM

122.8 (CTAF) 0

ELEV 535



APP CRS
207°

Rwy Idg **4818**
TDZE **535**
Apt Elev **535**

GPS RWY 21

HARTFORD / OHIO COUNTY (7K4)

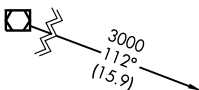
Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000
direct EPPOW WP and hold.

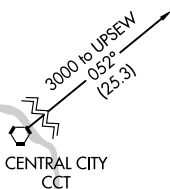
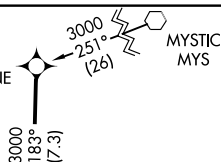
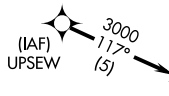
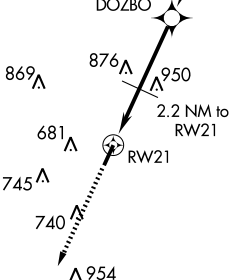
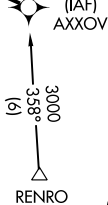
EVANSVILLE APP CON *

126.4 226.4

UNICOM

122.8 (CTAF) 0OWENSBORO
OWB

△ 1543

CENTRAL CITY
CCT(IAF)
LOONEMYSTIC
MYS(IAF)
UPSEW(FAF)
DOZBO2.2 NM to
RW21(IAF)
AXXOV

RENRO

MSA RW21 25 NM

2600



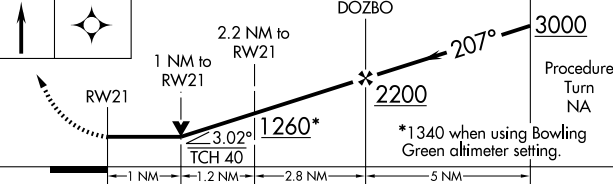
EPPOW

ELEV 535

207° to
RW21TDZE
535

4818 x 60

3000 EPPOW

Procedure
Turn
NA*1340 when using Bowling
Green altimeter setting.

CATEGORY	A	B	C	D
S-21	1060-1	525 (600-1)	NA	NA
CIRCLING	1060-1	525 (600-1)	NA	NA
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-21	1160-1	625 (700-1)	NA	NA
CIRCLING	1160-1	625 (700-1)	NA	NA

MIRL Rwy 3-21 0

VORTAC CCT 109.8 Chan 35	APP CRS 078°	Rwy Idg TDZE Apt Elev N/A N/A 535
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VOR/DME-A

HARTFORD / OHIO COUNTY (7K4)

▼ Obtain local altimeter setting on CTAF; if not received,
▲ NA use Bowling Green altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing
left turn to 3000 via heading 215° and CCT R-078
to TOSTY/15 DME and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8 (CTAF) 0

1543 ▲

IAF
CENTRAL CITY
109.8 CCT
Chan 35

3000
078°
(5)

TOSTY
CCT 152200
078°
(10)

CCT 5

869 ▲

876 ▲

▲ 950

681 ▲

745 ▲

740 ▲

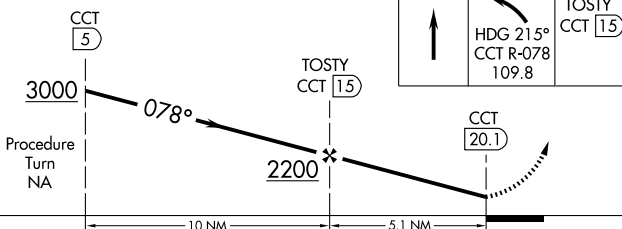
▲ 954

10 NM

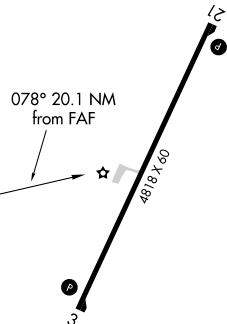
MSA CCT 25 NM

2600

ELEV 535



CATEGORY	A	B	C	D
CIRCLING	1060-1 525 (600-1)	1060-1¼ 525 (600-1¼)	NA	NA
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1 605 (700-1)	1140-1¼ 605 (700-1¼)	NA	NA



MIRL Rwy 3-21 0

HARTFORD

OHIO CO

(7K4) 3 NE UTC-6(-5DT) N37°27.50' W86°51.00'

535 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE LOU

RWY 03-21: H4818X60 (ASPH) S-12.5 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 21: PAPI(P2L)—GA 4.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. Deer on and invof arpt. For after hours svc call 270-298-3500. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF. Lgts also avbl by phone request by calling 270-298-3500.

COMMUNICATIONS: CTAF/UNICOM 122.8

EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†)

INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

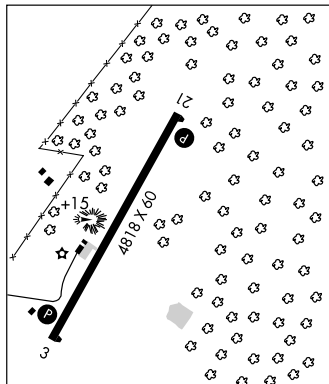
CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 078° 20.3 NM to fld. 450/01W.

ST LOUIS

L-161

IAP



HAZARD

WENDELL H FORD

(K2Ø) 10 NW UTC-5(-4DT) N37°23.24' W83°15.70'

1253 B S2 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 14-32: H5500X100 (ASPH) S-30 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 29'. Trees.

RWY 32: REIL. PAPI(P4R)—GA 4.0. TCH 38'. Hill.

RWY 06-24: H3250X60 (ASPH) S-12

RWY 06: Thld dsplcd 277'. RWY 24: Thld dsplcd 282'. Trees.

AIRPORT REMARKS: Attended 1300-dusk. Rwy 06-24 moderate cracking. Rwy 06 dsplcd thld lgts 65 ft W of marked dsplcd thld. Rwy 24 dsplcd thld lgts 10 ft E of marked dsplcd thld. Rwy 32 PAPI unusable byd 2.5 NM. Unusable byd 7° right of final and byd 5° left of final. ACTIVATE MIRL Rwy 14-32, REIL Rwy 14 and Rwy 32, PAPI Rwy 14 and Rwy 32—CTAF. Ldg fee: ramp fees.

WEATHER DATA SOURCES: AWOS-3 119.025 (606) 435-2452.**COMMUNICATIONS:** CTAF/UNICOM 122.7

HAZARD RCO 122.1R 111.2T (LOUISVILLE RADIO)

⑧ INDIANAPOLIS CENTER APP/DEP CON 126.575.

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

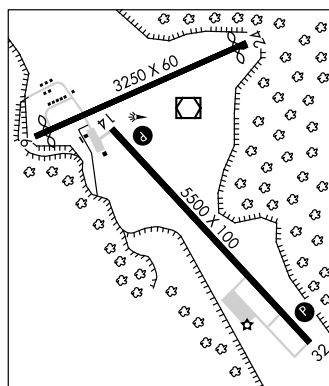
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' at fld. 1247/04W.

CINCINNATI

H-10G, 12H, L-26G

IAP



HAZARD

N37°23.48' W83°15.78' NOTAM FILE LOU.

(L) VOR/DME 111.2 AZQ Chan 49 at Wendell H Ford. 1247/04W.

DME unusable byd 25 NM blo 4500'.

RCO 122.1R 111.2T (LOUISVILLE RADIO)

CINCINNATI

L-26G

APP CRS	Rwy ldg	5500
143°	TDZE	1243
	Apt Elev	1253

RNAV (GPS) RWY 14

HAZARD/ WENDELL H. FORD (K20)

▼ If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.

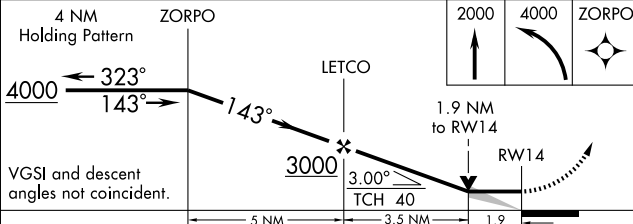
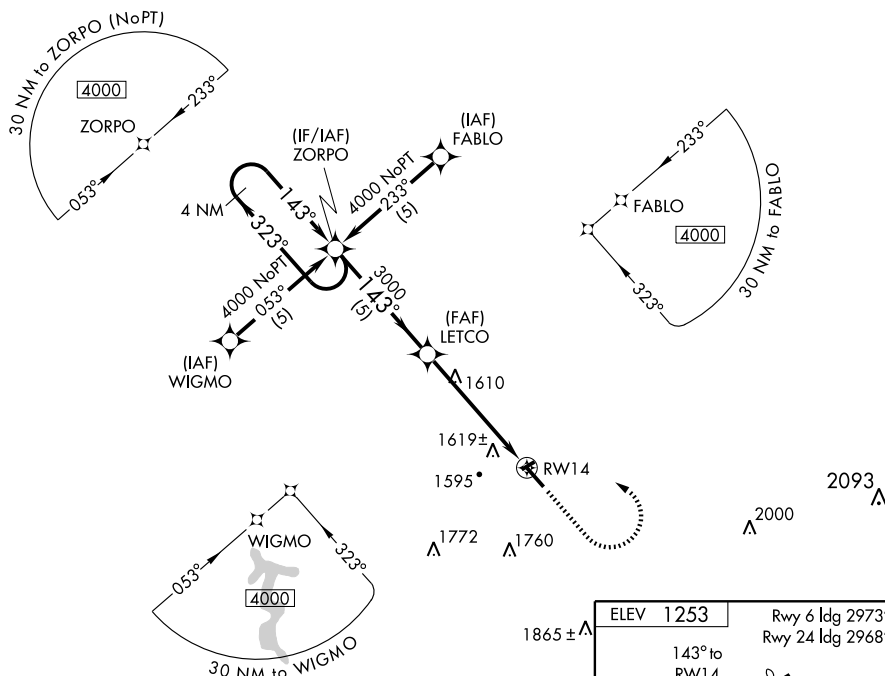
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized. VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct ZORPO WP and hold.

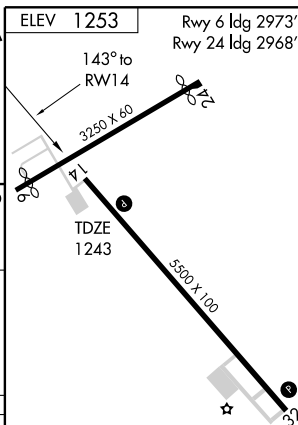
AWOS-3
119.025

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
RNAV	1880-1 637 (700-1)	1880-1 637 (700-1)	1880-1 637 (700-1)	1880-2 637 (700-2)
CIRCLING	2000-1 747 (800-1)	2000-1 747 (800-1)	2000-2 747 (800-2)	2000-2 747 (800-2)



VOR/DME AZQ 111.2 Chan 49	APP CRS 125°	Rwy Idg TDZE 1243 Apt Elev 1253
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VOR/DME RWY 14

HAZARD/ WENDELL H. FORD (K20)

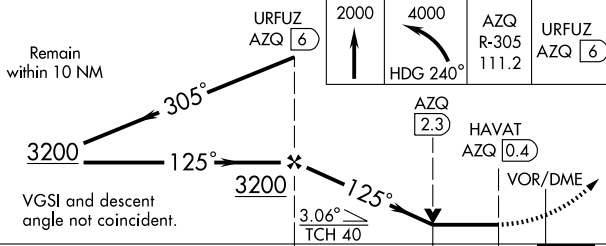
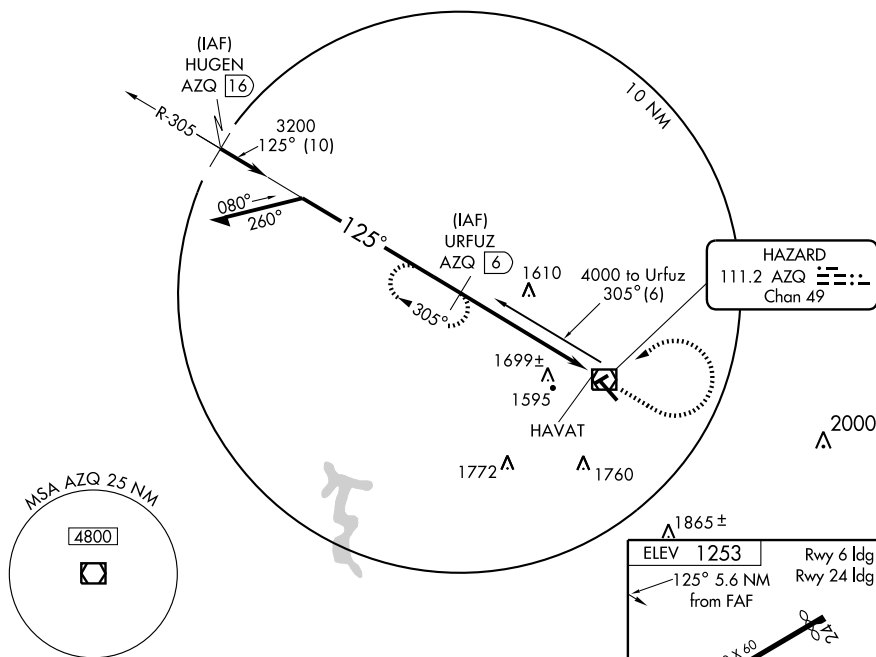
▼ If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
 ▲ NA VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 240° and AZQ R-305 to URFUZ/6 DME and hold.

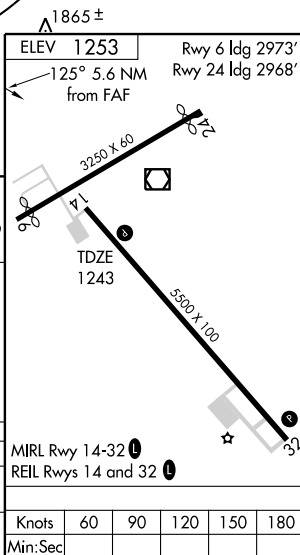
AWOS-3
119.025

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-14	1960-1 717 (800-1)	1960-2 717 (800-2)	1960-2 1/4 717 (800-2 1/4)	1960-2 1/4 717 (800-2 1/4)
CIRCLING	2000-1 747 (800-1)	2000-1 1/4 747 (800-1 1/4)	2000-2 1/4 747 (800-2 1/4)	2000-2 1/2 747 (800-2 1/2)



HENDERSON CITY—CO (EHR) 4 W UTC-6(-5DT) N37°48.47' W87°41.14'

387 B S3 FUEL 100, JET A OX 3 NOTAM FILE EHR

RWY 09-27: H5504X100 (ASPH) S-30 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 47'.

RWY 27: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat-Sun 1400Z±-dusk. MIRL Rwy 09-27 preset on low ints; to increase ints—CTAF. ACTIVATE PAPI Rwy 09 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.175 (270) 826-0511.**COMMUNICATIONS:** CTAF/UNICOM 122.8

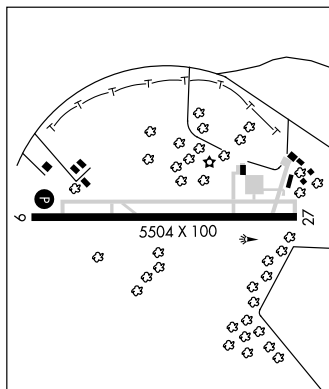
⑧ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'
W87°45.74' 150° 8.1 NM to fld. 384/03E.

HIWAS.



ST LOUIS
H-5E, L-16I
IAP

HIGUY N37°38.14' W87°09.73' NOTAM FILE OWB.

NDB (LOM) 341 OW 360° 6.3 NM to Owensboro-Daviess Co.

ST LOUIS

HONEY GROVE N36°52.84' W87°20.25' NOTAM FILE LOU.

NDB (MHW) 356 HIX 257° 5.8 NM to Hopkinsville-Christian Co.

ST LOUIS
L-16I

HOPKINSVILLE—CHRISTIAN CO (HVC) 2 E UTC-6(-5DT) N36°51.42' W87°27.31'

564 B FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 08-26: H5505X100 (ASPH) S-14 MIRL 0.5% up E

RWY 08: REIL. PAPI (P4L)—GA 3.5° TCH 38'. Trees.

RWY 26: REIL. PAPI (P4L)—GA 4.0° TCH 34'.

AIRPORT REMARKS: Attended 1400-0100Z±, Parachute Jumping.
ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—122.8.

WEATHER DATA SOURCES: AWOS-3 132.575 (270) 886-6311.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CAMPBELL APP/DEP CON 118.1 CLNC DEL 120.9

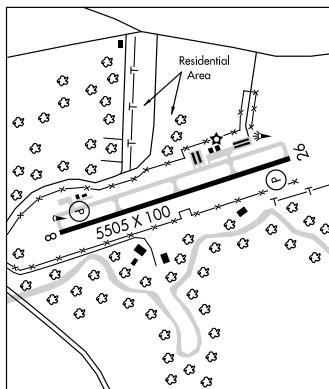
RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (H) VOR/DME 110.6 CKV Chan 43 N36°37.32'
W87°24.76' 353° 14.2 NM to fld. 540/01W.

HONEY GROVE NDB (MHW) 356 HIX N36°52.84' W87°20.25'
257° 5.8 NM to fld. NOTAM FILE LOU.

ILS 109.1 I-HVC Rwy 26. Localizer only.

COMM/NAV/WEATHER REMARKS: Key mike 3 times and wait for Clnc Del.
CLNC DEL OTS indef.



ST LOUIS
H-6K, 9A, L-16I
IAP

WAAS CH 97709 W09A	APP CRS 089°	Rwy ldg TDZE Apt Elev	5504 385 387
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RNAV (GPS) RWY 9 HENDERSON CITY-COUNTY (EHR)

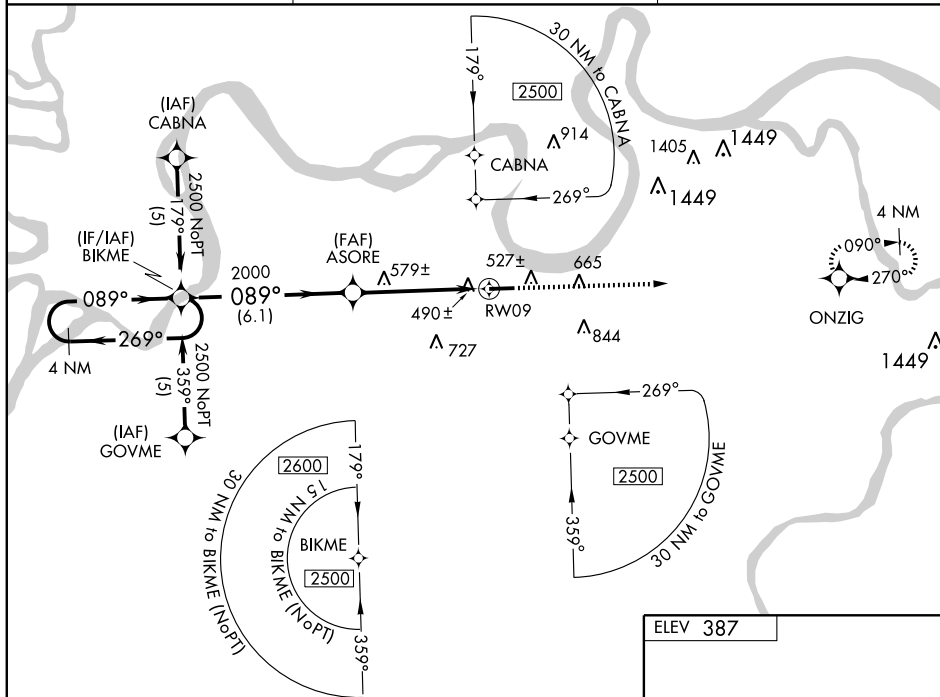
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

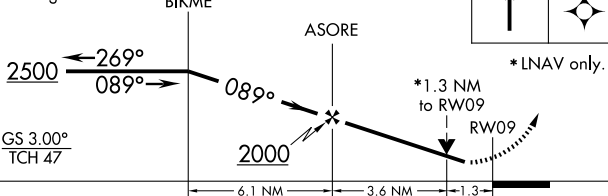
AWOS-3
128.175

EVANSVILLE APP CON ★
126.4 257.8

UNICOM
122.8 (CTAF) 0

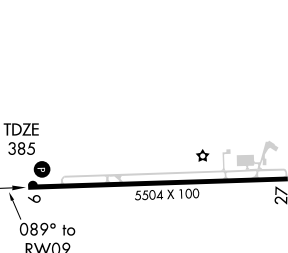


4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	694-1	309 (400-1)		
LNAV/VNAV DA	774-1¼	389 (400-1¼)		
LNAV MDA	840-1	455 (500-1)	840-1¼ 455 (500-1¼)	840-1½ 455 (500-1½)
CIRCLING	880-1	493 (500-1)	880-1½ 493 (500-1½)	940-2 553 (600-2)

ELEV 387




REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0

WAAS CH 77909 W27A	APP CRS 269°	Rwy Idg 5504 TDZE 387 Apt Elev 387
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RNAV (GPS) RWY 27

HENDERSON CITY-COUNTY (EHR)

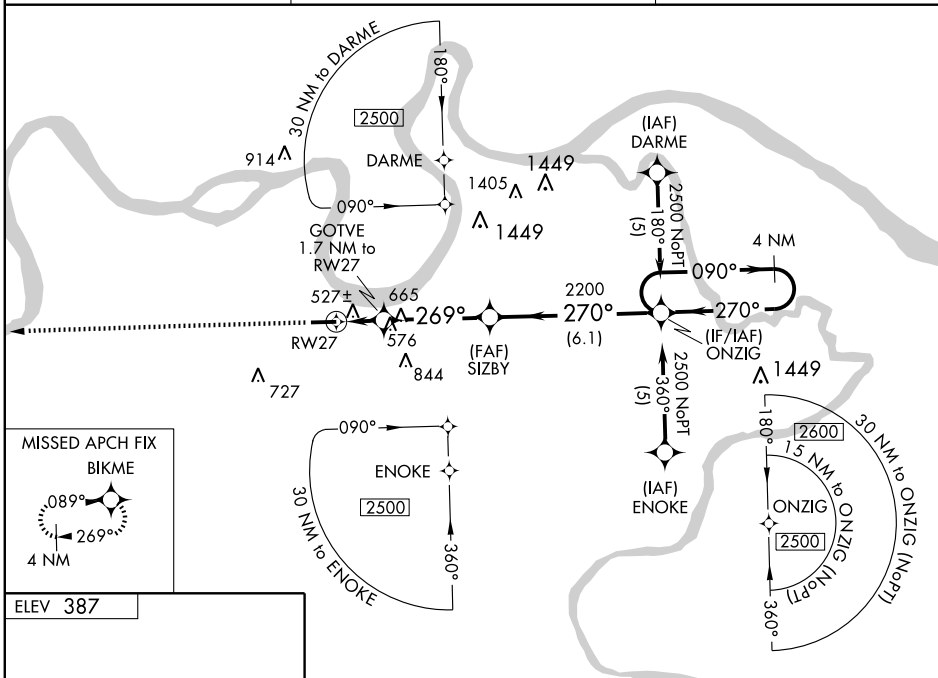
 Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

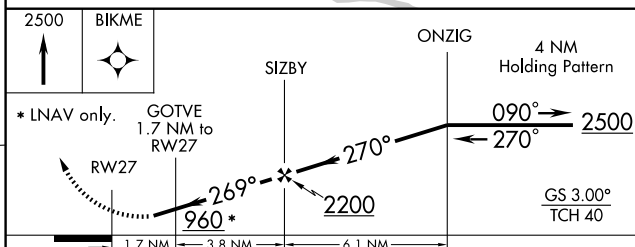
AWOS-3
128.175

EVANSVILLE APP CON ★
126.4 257.8

UNICOM
122.8 (CTAF) **L**



ELEV 387



CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/ VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1 453 (500-1)	840-1¼ 453 (500-1¼)	840-1½ 453 (500-1½)	
CIRCLING	880-1 493 (500-1)	880-1½ 493 (500-1½)	940-2 553 (600-2)	

REIL Rwy 9 and 27 **L**
MIRL Rwy 9-27 **L**

HENDERSON, KENTUCKY
Amdt 1 09015

37°48'N - 87°41'W

HENDERSON CITY-COUNTY (EHR)
RNAV (GPS) RWY 27

SE-1. 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PXV 113.3 Chan 80	APP CRS 150°	Rwy Idg TDZE Apt Elev	N/A N/A 386
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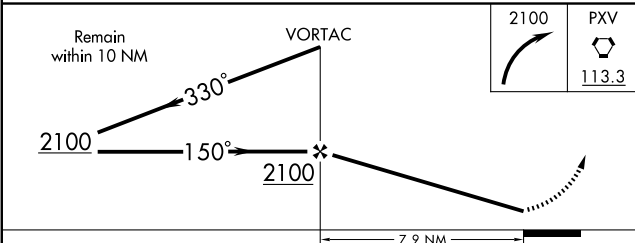
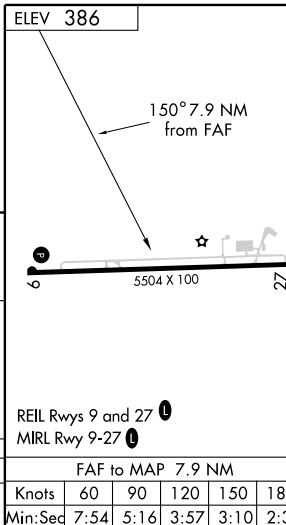
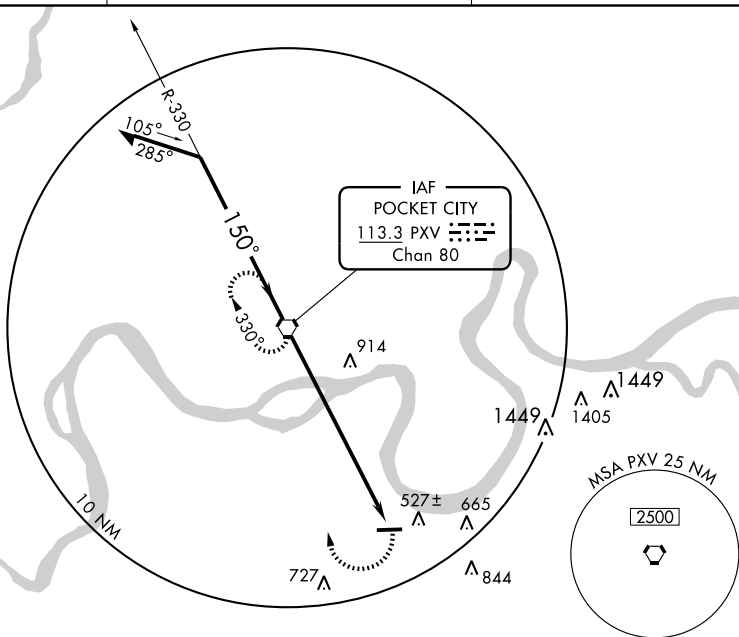
VOR-A
HENDERSON CITY-COUNTY (EHR)

▼ If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.
▲ NA MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3
128.175

EVANSVILLE APP CON ★
126.4 257.8

UNICOM
122.8 (CTAF) ●



CATEGORY	A	B	C	D	FAF to MAP 7.9 NM					
CIRCLING	920-1	534 (600-1)	920-1½ 534 (600-1½)	940-2 554 (600-2)	Knots	60	90	120	150	180
					Min:Sec	7:54	5:16	3:57	3:10	2:38

HENDERSON CITY—CO (EHR) 4 W UTC-6(-5DT) N37°48.47' W87°41.14'

387 B S3 FUEL 100, JET A OX 3 NOTAM FILE EHR

RWY 09-27: H5504X100 (ASPH) S-30 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 47'.

RWY 27: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat-Sun 1400Z±-dusk. MIRL Rwy 09-27 preset on low ints; to increase ints—CTAF. ACTIVATE PAPI Rwy 09 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.175 (270) 826-0511.**COMMUNICATIONS:** CTAF/UNICOM 122.8

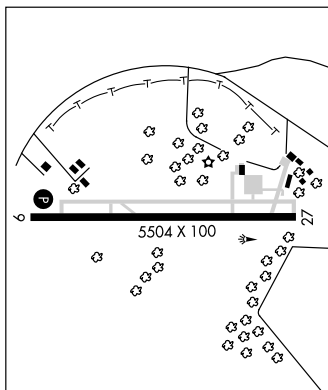
⑧ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'
W87°45.74' 150° 8.1 NM to fld. 384/03E.

HIWAS.



ST LOUIS
H-5E, L-16I
IAP

HIGUY N37°38.14' W87°09.73' NOTAM FILE OWB.

NDB (LOM) 341 OW 360° 6.3 NM to Owensboro-Daviess Co.

ST LOUIS

HONEY GROVE N36°52.84' W87°20.25' NOTAM FILE LOU.

NDB (MHW) 356 HIX 257° 5.8 NM to Hopkinsville-Christian Co.

ST LOUIS
L-16I

HOPKINSVILLE—CHRISTIAN CO (HVC) 2 E UTC-6(-5DT) N36°51.42' W87°27.31'

564 B FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 08-26: H5505X100 (ASPH) S-14 MIRL 0.5% up E

RWY 08: REIL. PAPI (P4L)—GA 3.5° TCH 38'. Trees.

RWY 26: REIL. PAPI (P4L)—GA 4.0° TCH 34'.

AIRPORT REMARKS: Attended 1400-0100Z±, Parachute Jumping.
ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—122.8.

WEATHER DATA SOURCES: AWOS-3 132.575 (270) 886-6311.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ CAMPBELL APP/DEP CON 118.1 CLNC DEL 120.9

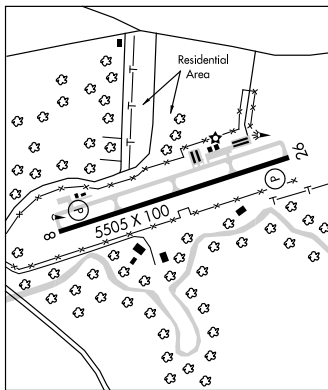
RADIO AIDS TO NAVIGATION: NOTAM FILE CKV.

CLARKSVILLE (H) VOR/DME 110.6 CKV Chan 43 N36°37.32'
W87°24.76' 353° 14.2 NM to fld. 540/01W.

HONEY GROVE NDB (MHW) 356 HIX N36°52.84' W87°20.25'
257° 5.8 NM to fld. NOTAM FILE LOU.

ILS 109.1 I-HVC Rwy 26. Localizer only.

COMM/NAV/WEATHER REMARKS: Key mike 3 times and wait for Clnc Del.
CLNC DEL OTS indef.



ST LOUIS
H-6K, 9A, L-16I
IAP

LOC I-HVC <u>109.1</u>	APP CRS 259°	Rwy Idg TDZE Apt Elev	5505 564 564
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LOC RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

T
A NA

ADF REQUIRED. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase S-26 Cat. C and D and Circling Cat. C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climbing right turn to 2500
direct HIX NDB and hold.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

CLNC DEL
120,9

UNICOM
122.8 (CTAF) **L**

ADF REQUIRED

Λ
1614

CENTRAL CITY
109.8 CCT ==::==
Chen 25

10 NM

LOCALIZER 109.1
I-HVC

MSA HIX 25 NM

ELEV 564

259° 5.4 NM
from FAF

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

HOPKINSVILLE, KENTUCKY

Amdt 4 09183

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

36° 51' N-87° 27' W

LOC RWY 26

SE-1, 21 OCT 2010 to 18 NOV 2010

NDB HIX
356

APP CRS
257°

Rwy Idg	5505
TDZE	564
Apt Elev	564

NDB RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

▼
▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase Circling Cat. C and D visibility ¼ mile.

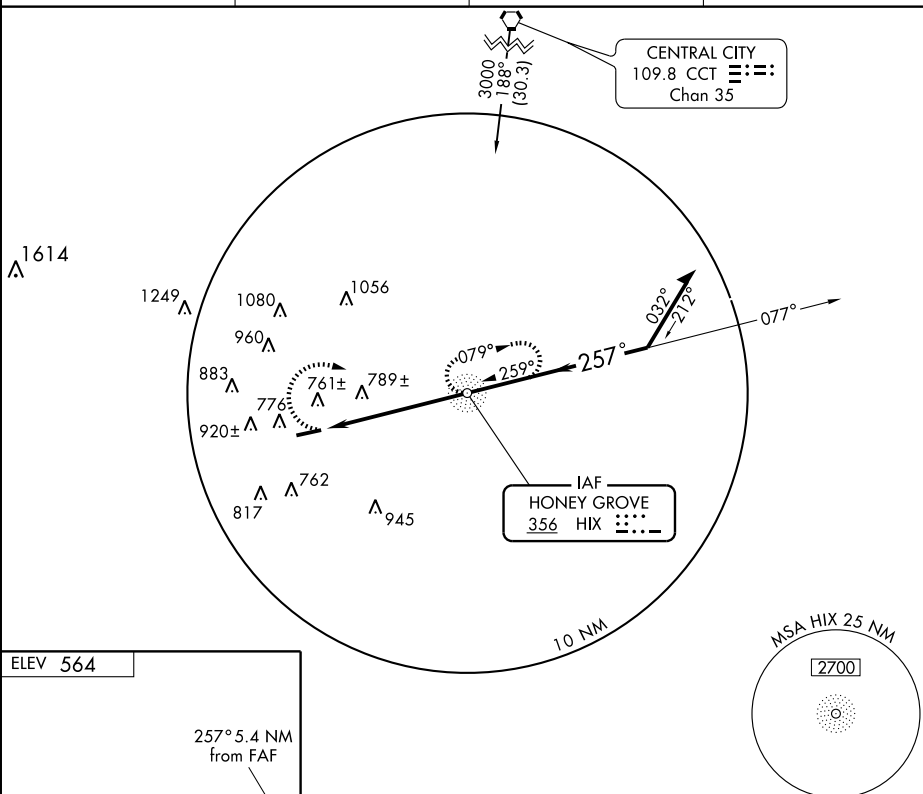
MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3
132,575

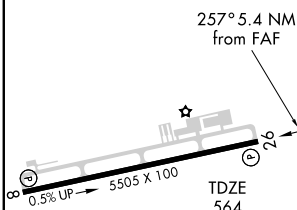
CAMPBELL APP CON
118.1 269.525

CLNC DEL
120.9

UNICOM
122.8 (CTAF) **L**



ELEV 564



MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

HOPKINSVILLE, KENTUCKY

Amdt 7 09183

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

36° 51'N-87° 27'W

NDB RWY 26

SE-1. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5505
079°	TDZE	540
	Apt Elev	564

RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

▼ DME/DME RNP-0.3 NA Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet and Circling Cat. C and D visibility ¼ mile.

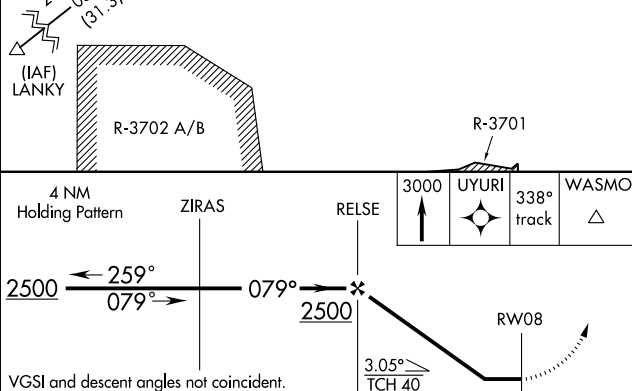
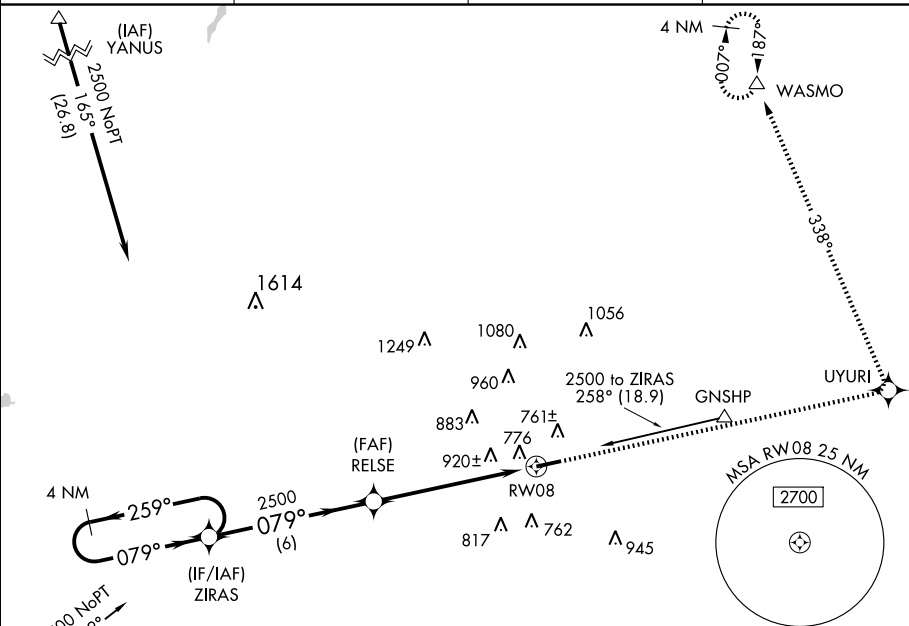
MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

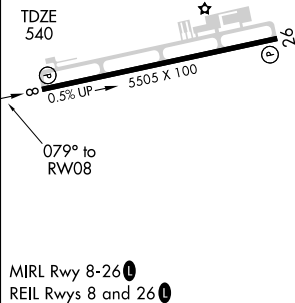
CLNC DEL
120.9

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1220-1 680 (700-1)	1220-2 680 (700-2)	1220-2 680 (700-2)	1220-2 680 (700-2)
CIRCLING	1220-1 656 (700-1)	1280-2 716 (800-2)	1280-2 716 (800-2)	1280-2 716 (800-2)

ELEV 564



APP CRS **259°**
 Rwy Idg **5505**
 TDZE **564**
 Apt Elev **564**

RNAV (GPS) RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct WASMO and hold.

AWOS-3
132.575

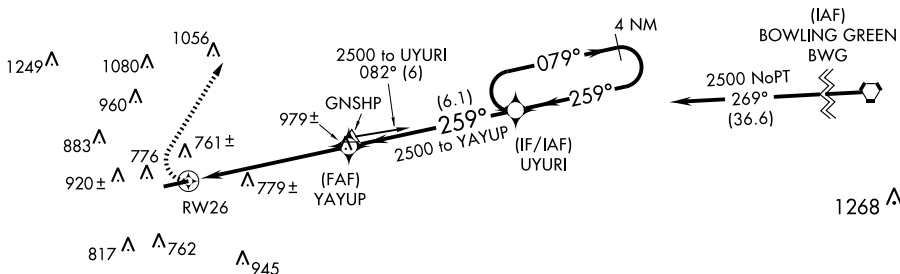
CAMPBELL APP CON
118.1 269.525

CLNC DEL
120.9

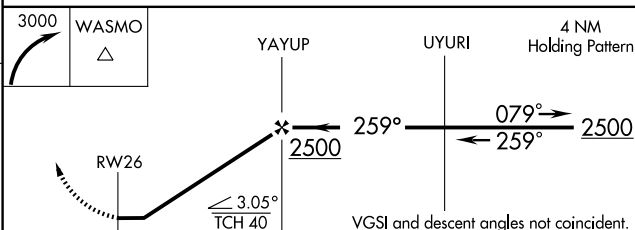
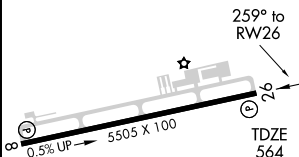
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival at BWG VORTAC on airway radials 228 CW 303.



ELEV **564**



CATEGORY	A	B	C	D
LNAV MDA	1040-1	476 (500-1)	1040-1½ 476 (500-1½)	1040-1½ 476 (500-1½)
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1280-2½ 716 (800-2½)

MIRL Rwy 8-26 0
 REIL Rws 8 and 26 0

JACKSON

JULIAN CARROLL (JKL) 4 NE UTC-5(-4DT) N37°35.63' W83°19.04'

1381 B NOTAM FILE JKL

RWY 01-19: H4400X75 (ASPH) S-12.5 MIRL 0.6% up N

RWY 01: REIL. Trees. **RWY 19:** REIL.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 01-19 OTS indef.

REIL Rwy 01 and Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01-19

and REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (606) 666-2794

COMMUNICATIONS: CTAF/UNICOM 122.8

® **INDIANAPOLIS CENTER APP/DEP CON** 126.57

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

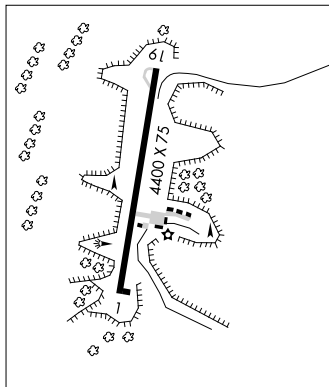
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' 352° 12.4 NM to fld. 1247/04W.

CINCINNATI

L-26G

IAP



JAMESTOWN

RUSSELL CO (K24) 2 NW UTC-6(-5DT) N37°00.58' W85°06.16'

1011 B S4 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 17-35: H5000X75 (ASPH) S-12 MIRL 1.0% up N

RWY 17: REIL. PAPI(P4L)-GA 4.0° TCH 36'. Trees.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel after hrs, call 270-566-8558. Drag strip at old arpt, approximately 1 mile NE, Do Not mistake for rwy. Rwy 17-35 has isolated cracking.

ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.6 (270) 343-5556.

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

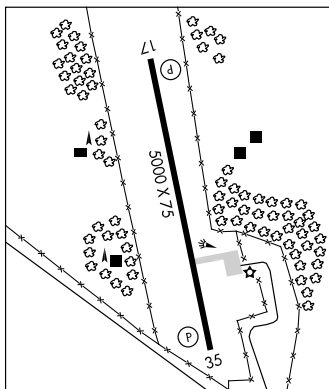
LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 009° 25.7 NM to fld. 1020/02W.

ST LOUIS

H-9A, L-26F

IAP



JULIAN CARROLL (See JACKSON)

KENTUCKY DAM STATE PARK (See GILBERTSVILLE)

KYLE-OAKLEY FLD (See MURRAY)

LAANG N38°08.69' W85°38.00' NOTAM FILE SDF.
NDB (LOM) 414 LK 293° 5.2 NM to Louisville Intl-Standiford Fld.

ST LOUIS

LAKE BARKLEY STATE PARK (See CADIZ)

LAKE CUMBERLAND RGNL (See SOMERSET)

LEBANON-SPRINGFIELD (See SPRINGFIELD)

APP CRS	Rwy Idg	4400
012°	TDZE	1367
	Apt Elev	1381

RNAV (GPS) RWY 1

JACKSON/JULIAN CARROLL (JKL)



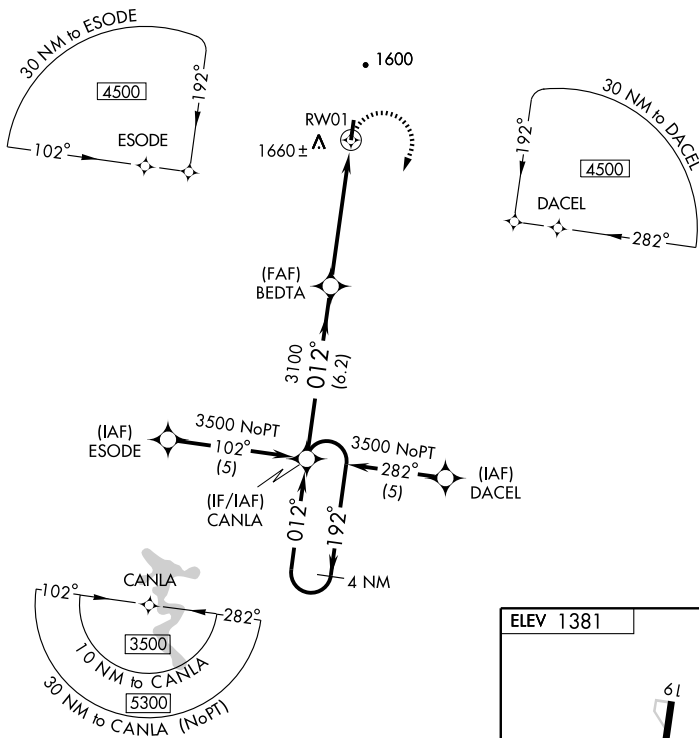
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

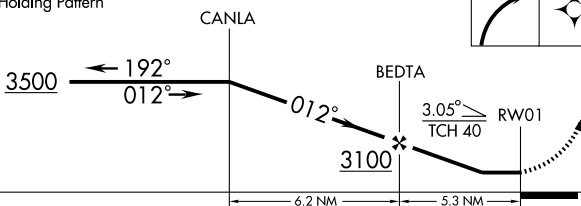
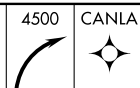
ASOS
118.375

INDIANAPOLIS CENTER
126.57 253.5

UNICOM
122.8 (CTAF) 0

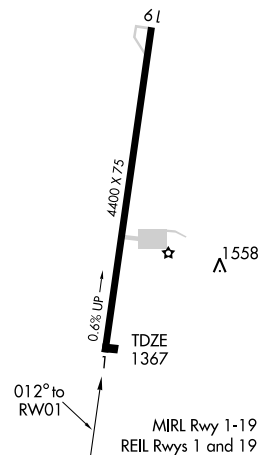


4 NM
Holding Pattern



CATEGORY	A	B	C	D
RNAV	1860-1 493 (500-1)	1860-1¼ 493 (500-1¼)	1860-1½ 493 (500-1½)	1860-1¾ 493 (500-1¾)
CIRCLING	2020-1 639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)	2020-2½ 639 (700-2½)

ELEV 1381



VOR/DME AZQ
111.2
Chan **49**

APP CRS
351°

Rwy Idg	4400
TDZE	1367
Apt Elev	1381

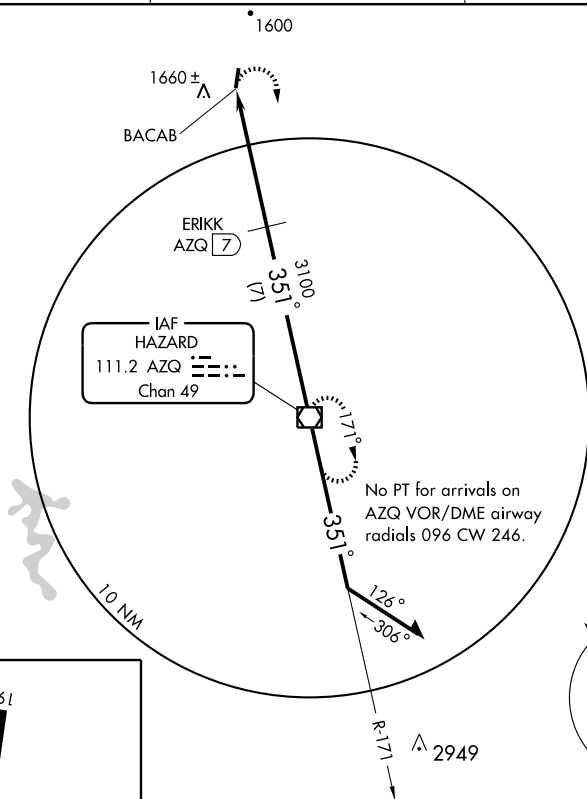
VOR/DME RWY 1
JACKSON/JULIAN CARROLL (JKL)



MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.

ASOS
118.375

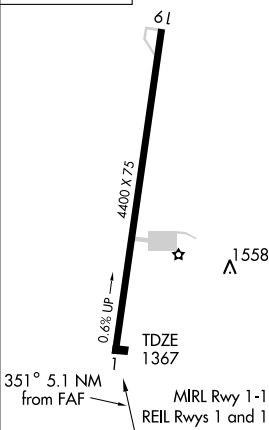
INDIANAPOLIS CENTER
126.57 253.5

UNICOM
122.8 (CTAF) **L**

MSA AZQ 25 NM

5100

ELEV 1381

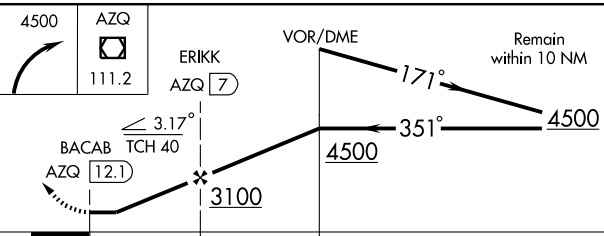


351° 5.1 NM
from EAE =

MIRL Rwy 1-19 **L**
IL Rwy 1 and 19 **L**

Knots	60	90	120	150	180
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Min:Sec



CATEGORY	A	B	C	D
S-1	1960-1	593 (600-1)	1960-1½ 593 (600-½)	1960-1¾ 593 (600-¼)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-¼)	2020-2 639 (700-2)

JACKSON, KENTUCKY
Amdt 2 07354

JACKSON/ JULIAN CARROLL (JKL)

VOR/DME RWY 1

37°36'N-83°19'W

SE-1. 21 OCT 2010 to 18 NOV 2010

JACKSON

JULIAN CARROLL (JKL) 4 NE UTC-5(-4DT) N37°35.63' W83°19.04'

1381 B NOTAM FILE JKL

RWY 01-19: H4400X75 (ASPH) S-12.5 MIRL 0.6% up N

RWY 01: REIL. Trees. **RWY 19:** REIL.

AIRPORT REMARKS: Attended continuously. MIRL Rwy 01-19 OTS indef.

REIL Rwy 01 and Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01-19

and REIL Rwy 01 and Rwy 19—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (606) 666-2794

COMMUNICATIONS: CTAF/UNICOM 122.8

® **INDIANAPOLIS CENTER APP/DEP CON** 126.57

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

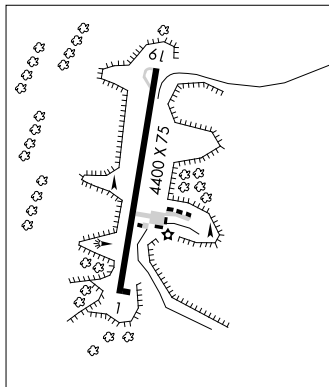
HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48'

W83°15.78' 352° 12.4 NM to fld. 1247/04W.

CINCINNATI

L-26G

IAP



JAMESTOWN

RUSSELL CO (K24) 2 NW UTC-6(-5DT) N37°00.58' W85°06.16'

1011 B S4 **FUEL** 100LL, JET A+ NOTAM FILE LOU

RWY 17-35: H5000X75 (ASPH) S-12 MIRL 1.0% up N

RWY 17: REIL. PAPI(P4L)-GA 4.0° TCH 36'. Trees.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel after hrs, call 270-566-8558. Drag strip at old arpt, approximately 1 mile NE, Do Not mistake for rwy. Rwy 17-35 has isolated cracking.

ACTIVATE MIRL Rwy 17-35—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.6 (270) 343-5556.

COMMUNICATIONS: CTAF/UNICOM 123.0

INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

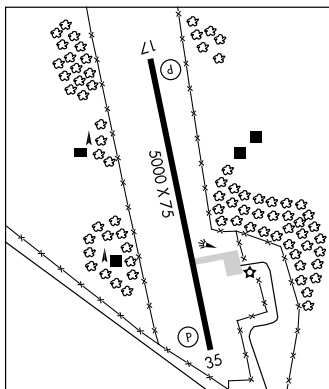
LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 009° 25.7 NM to fld. 1020/02W.

ST LOUIS

H-9A, L-26F

IAP



JULIAN CARROLL (See JACKSON)

KENTUCKY DAM STATE PARK (See GILBERTSVILLE)

KYLE-OAKLEY FLD (See MURRAY)

LAANG N38°08.69' W85°38.00' NOTAM FILE SDF.
NDB (LOM) 414 LK 293° 5.2 NM to Louisville Intl-Standiford Fld.

ST LOUIS

LAKE BARKLEY STATE PARK (See CADIZ)

LAKE CUMBERLAND RGNL (See SOMERSET)

LEBANON-SPRINGFIELD (See SPRINGFIELD)

APP CRS **179°**
Rwy ldg **5000**
TDZE **1011**
Apt Elev **1011**

RNAV (GPS) RWY 17

JAMESTOWN/ RUSSELL COUNTY (K24)

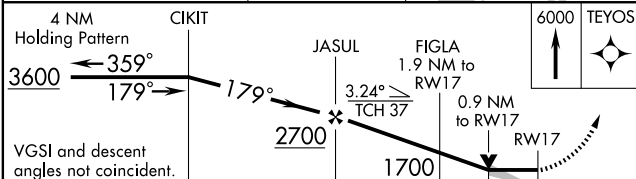
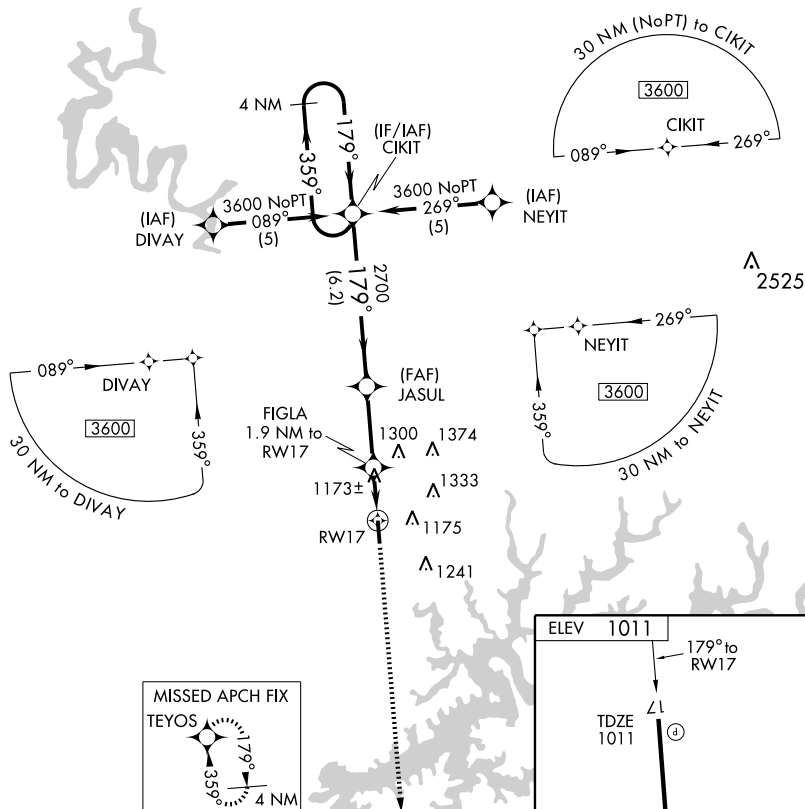
▽ If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
△ NA VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TEYOS WP and hold.

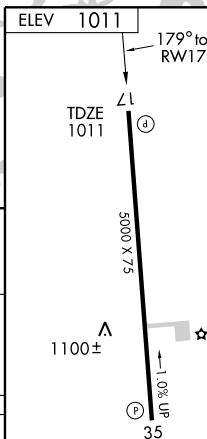
AWOS-3
119.6

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	1440-1	429 (500-1)	NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA



MIRL Rwy 17-35 0
REIL Rwys 17 and 35

APP CRS **359°**
Rwy ldg **5000**
TDZE **967**
Apt Elev **1011**

RNAV (GPS) RWY 35

JAMESTOWN/ RUSSELL COUNTY (K24)

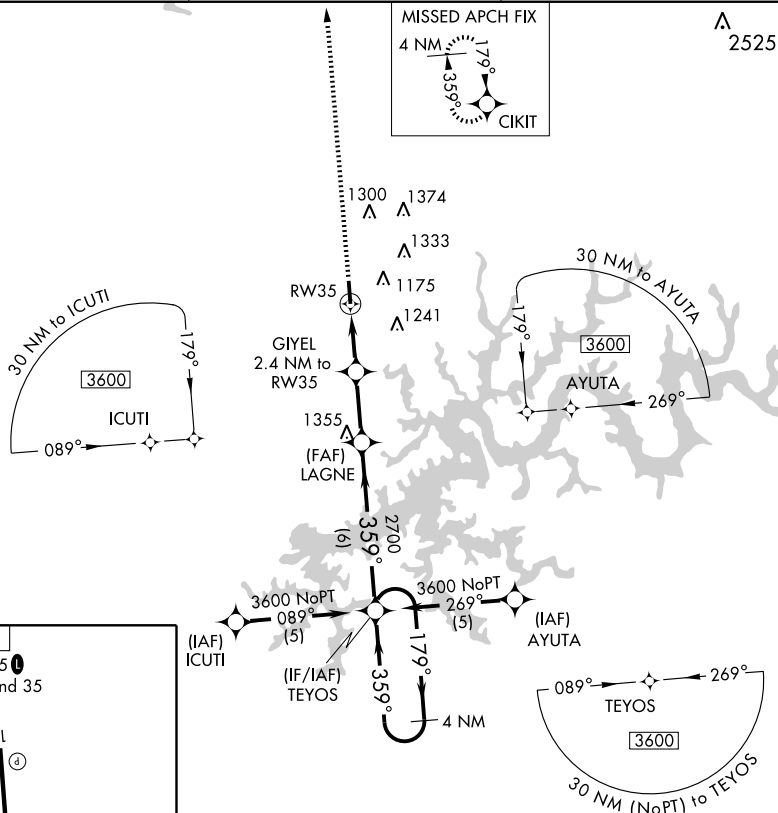
▽ If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
△ NA VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CIKIT WP and hold.

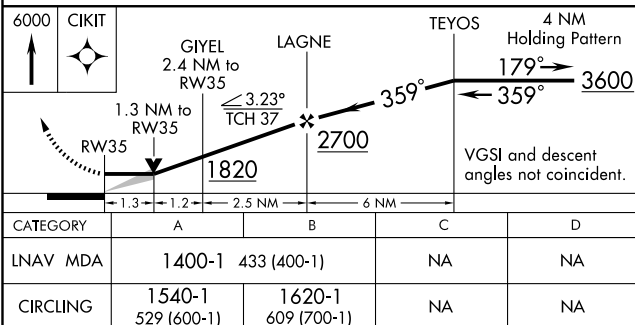
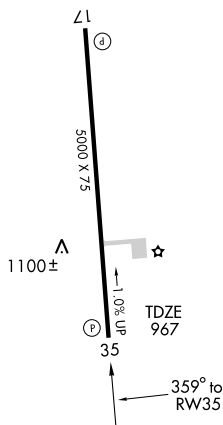
AWOS-3
119.6

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



ELEV **1011**
MIRL Rwy 17-35
REIL Rws 17 and 35



LEITCHFIELD

GRAYSON CO

(M2Ø) 4 SE UTC-6(-5DT) N37°23.99' W86°15.68'

760 B FUEL 100LL TPA-1560 (800) NOTAM FILE LOU

RWY 02-20: H4000X60 (ASPH) S-12.5 MIRL

RWY 02: PAPI(P2L)-GA 3.0°TCH 27'. Trees.

RWY 20: PAPI(P2L)-GA 3.0°TCH 26'. Road.

AIRPORT REMARKS: Attended on call. Fuel avbl on call: 270-259-3081.

Rwy 02-20 2% downslope for Rwy 20. ACTIVATE MIRL Rwy 02-20,
VASI Rwy 02 and Rwy 20 and rotating bcn-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

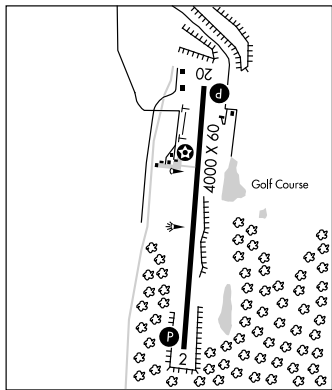
RADIO AIDS TO NAVIGATION: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 015° 29.5 NM to fld.
565/02E.

ST LOUIS

L-16J



LEWISPORT

HANCOCK CO-RON LEWIS FLD

(KY8) 3 NE UTC-5(-4DT) N37°57.19' W86°51.43'

412 B FUEL 100LL NOTAM FILE KYB

RWY 05-23: H4000X75 (ASPH) S-16.5 MIRL

RWY 05: REIL. Trees.

RWY 23: REIL. Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 05-23, REIL Rwy 05 and Rwy 23-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.775 (270) 295-3565.

COMMUNICATIONS: CTAF/UNICOM 123.0

EVANSVILLE APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95' W87°15.82' 030° 39.3 NM to fld. 450/01W.

ST LOUIS

L-16I

IAP

APP CRS
045°

Rwy Idg **4000**
TDZE **411**
Apt Elev **412**

RNAV (GPS) RWY 5

LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

▼ DME/DME RNP-0.3 NA. When VGSI INOP, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

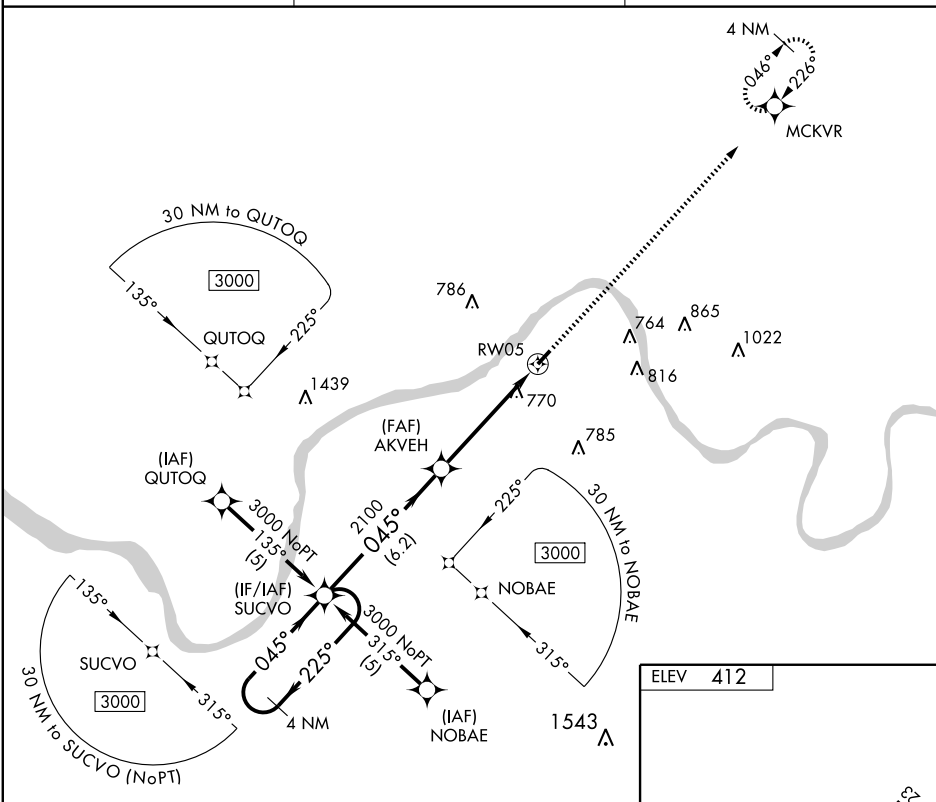
▲ NA

MISSED APPROACH:
Climb to 3000 direct MCKVR and hold.

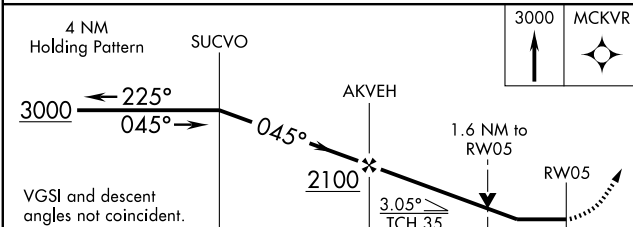
AWOS-3
119.775

EVANSVILLE APP CON ★
126.4 226.4

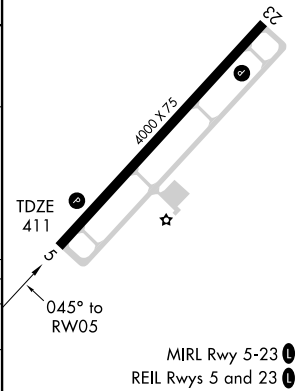
UNICOM
123.0 (CTAF) 0



ELEV 412

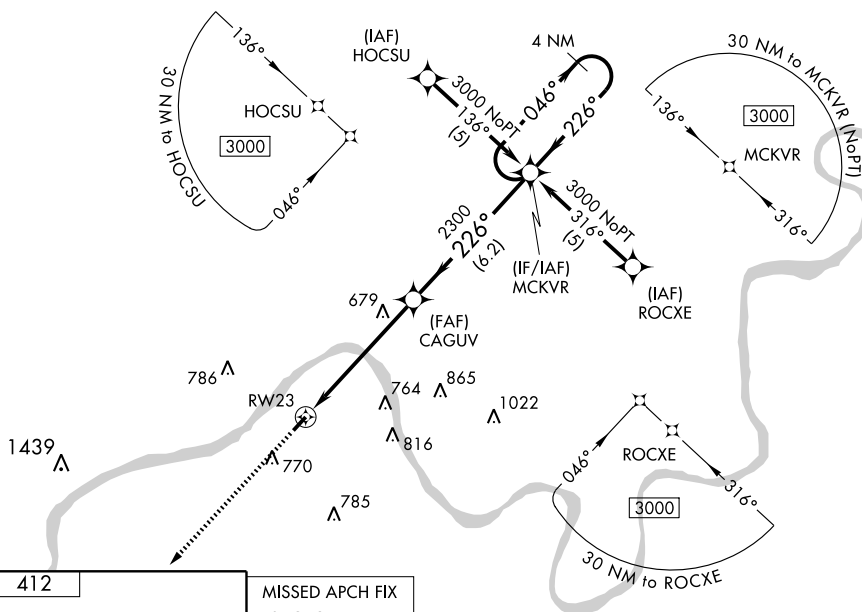


CATEGORY	A	B	C	D
RNAV MDA	1020-1	609 (700-1)	1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA



LEWISPORT/HANCOCK CO-RON LEWIS FIELD (KY8)

MISSED APPROACH:
Climb to 3000 direct
SUCVO and hold

UNICOM
123.0 (CTAF) **L**

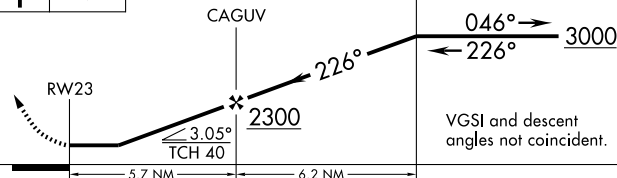
MISSED APCH FIX



3000
↑

SUCVO

MCKVR 4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAY MDA	940-1	528 (600-1)	940-1½ 528 (600-1½)	NA
CIRCLING	980-1 568 (600-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA

37° 57'N - 86° 51'W

RNAV (GPS) RWY 23

SE-1, 21 OCT 2010 to 18 NOV 2010

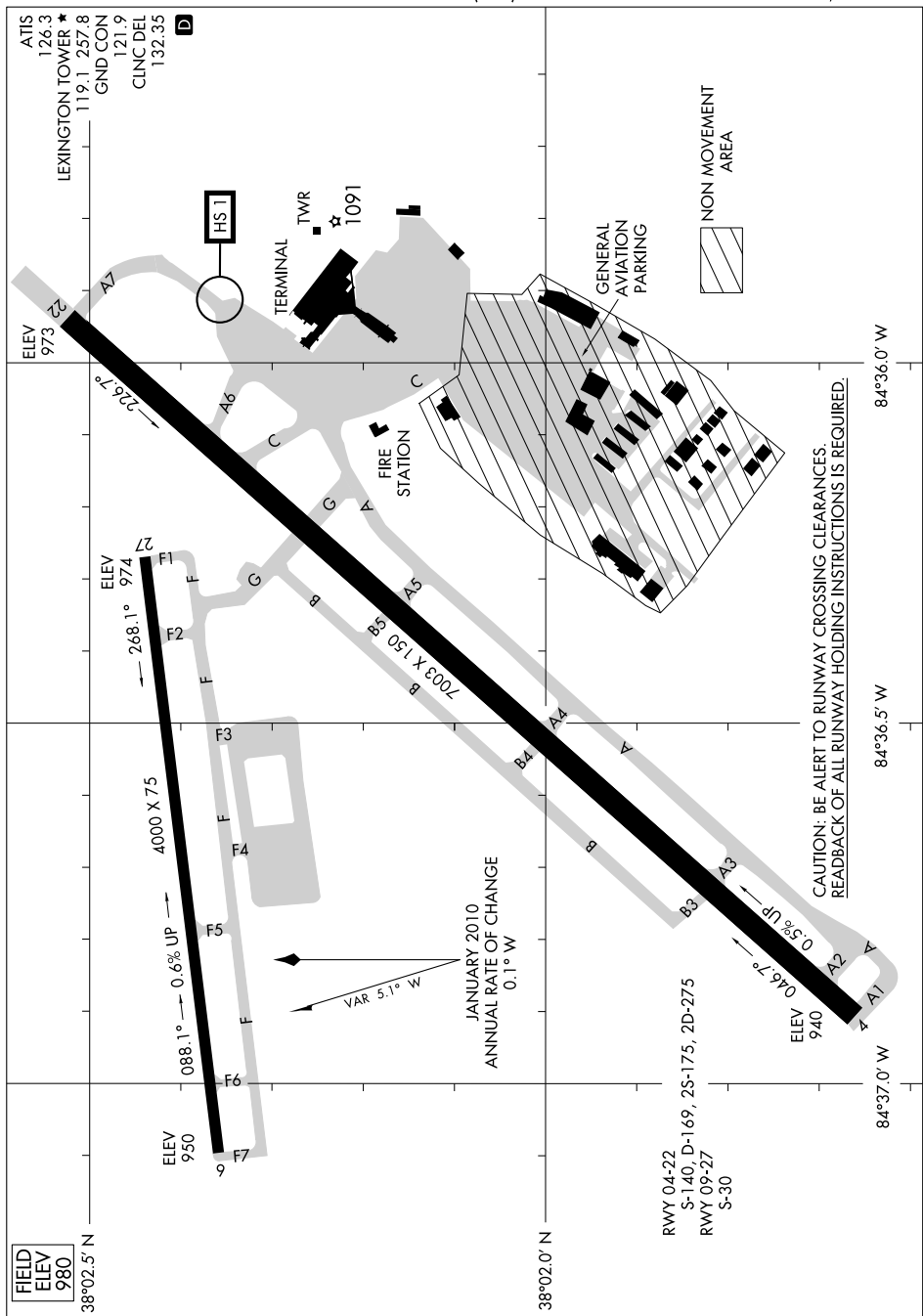
SE-1. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-697 (FAA)

LEXINGTON / BLUE GRASS (LEX)
LEXINGTON, KENTUCKY

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LEXINGTON, KENTUCKY
LEXINGTON / BLUE GRASS (LEX)

LEXINGTON

BLUE GRASS (LEX) 4 W UTC-5(-4DT) N38°02.21' W84°36.52'

980 B S4 FUEL 100LL, JET A OX 1, 2, 3 LRA Class I, ARFF Index B
NOTAM FILE LEX

RWY 04-22: H7003X150 (ASPH-GRVD) S-140, D-169, 2S-175,
2D-275 HIRL CL 0.5% up NE

RWY 04: MALSR. TDZL. PAPI(P4L)—GA 3.0°TCH 60'. Tree.

RWY 22: REIL. PAPI(P4L)—GA 3.0°TCH 60'. Tree.

RWY 09-27: H4000X75 (CONC) S-30 0.6% up E

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7003 TODA-7003 ASDA-7003 LDA-6603

RWY 09: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 22: TORA-7003 TODA-7003 ASDA-7003 LDA-6603

RWY 27: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

AIRPORT REMARKS: Attended continuously. Rwy 09-27 VFR ops only.

U.S. Customs user fee arpt. AER 22 has painted mural on retaining wall before rwy thld—gives illusion of elevated bridge structure can be distracting on apch. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (859) 281-5700. LLWAS.

COMMUNICATIONS: ATIS 126.3 UNICOM 122.95

(R) LEXINGTON APP/DEP CON 120.75 (221°-039°) 120.15 133.4
(040°-220°)

LEXINGTON TOWER 119.1 **GND CON** 121.9 **CLNC DEL** 132.35

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98' W84°28.35' 303° 7.7 NM to fld. 1039/00E.

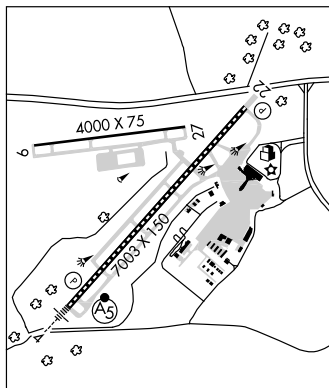
BLAYD NDB (MHW/LOM) 242 LE N37°59.22' W84°39.62' 043° 3.9 NM to fld.

BRIDL NDB (LOM) 340 GN N38°07.47' W84°30.42' 227° 7.1 NM to fld.

ILS 110.1 I-LEX Rwy 04. Class IE. LOM BLAYD NDB. GS unusable 0.3 NM to thld.

ILS 111.75 I-GNJ Rwy 22. Class IA. LOM BRIDL NDB. LOC unusable byd 20° left and right of course.

LOC unusable 0.7 NM to thld.



LEXINGTON N37°57.98' W84°28.35' NOTAM FILE LEX.

(L) **VORTAC** 112.6 HYK Chan 73 304° 7.6 NM to Blue Grass. 1039/00E.

RCO 122.1R 112.6T (LOUISVILLE RADIO)

CINCINNATI

H-10G, L-26F, 27E

LIBERTY-CASEY CO (I53) 7 W UTC-5(-4DT) N37°18.51' W85°03.55'

1040 NOTAM FILE LOU

RWY 01-19: H3000X60 (ASPH)

RWY 01: Trees. **RWY 19:** Road.

AIRPORT REMARKS: Unattended. VFR ops dalgt only. Trees and elevations of land to left and right of apch to Rwy 19 penetrate transitional surface. Rwy 01 lgtd and marked radio twr 310' vicinity of rwy.

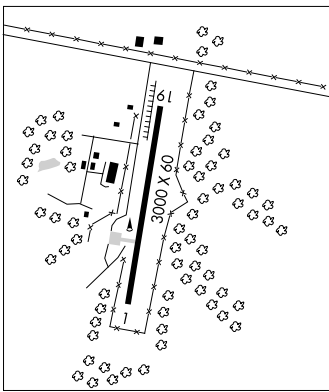
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 122° 35.3 NM to fld. 960/01E.

ST LOUIS

L-26F



CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

LEXINGTON, KENTUCKY

LEXINGTON APP CON
120.15 259.3
LEXINGTON BLUE GRASS ATIS
126.3

CINCINNATI
117.3 CVG
Chan 120
N39° 00.96' - W84° 42.20'
L-26-27, H-10

WARSA
N38° 45.80' - W84° 56.89'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 14000'.

FALMOUTH
117.0 FLM
Chan 117

NABB
112.4 ABB
Chan 71

NERVE
N38° 36.94' - W85° 05.42'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 12000'.

LOUISVILLE
114.8 IUU
Chan 95

CLEGG
N38° 11.15' - W84° 54.14'

LEXINGTON
112.6 HYK
Chan 73
N37° 57.98' - W84° 28.35'

NOTE: RADAR Required.

ARRIVAL DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG3):

From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC.

Expect radar vectors to final approach course after CLEGG INT.

NOTE: Chart not to scale.

CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

LEXINGTON, KENTUCKY

BLUE GRASS

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LEX 110.1	APP CRS 046°	Rwy Idg TDZE Apt Elev	6603 971 979
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ILS or LOC RWY 4

LEXINGTON/BLE GRASS (LEX)

▼ Inoperative table does not apply to S-ILS. For inoperative
▲ MALSR increase S-LOC all Cats visibility to RVR 5000.
 If local altimeter setting not received, use Capital City
 altimeter setting and increase DA to 1234 and all MDAs
 80 feet. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000,
 then climbing right turn to 3100 direct
 HYK VORTAC and hold, continue
 climb-in-hold to 3100.

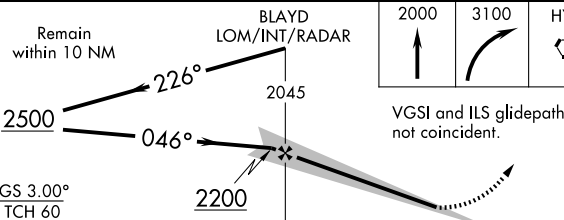
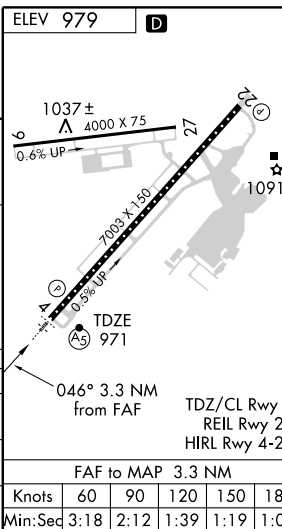
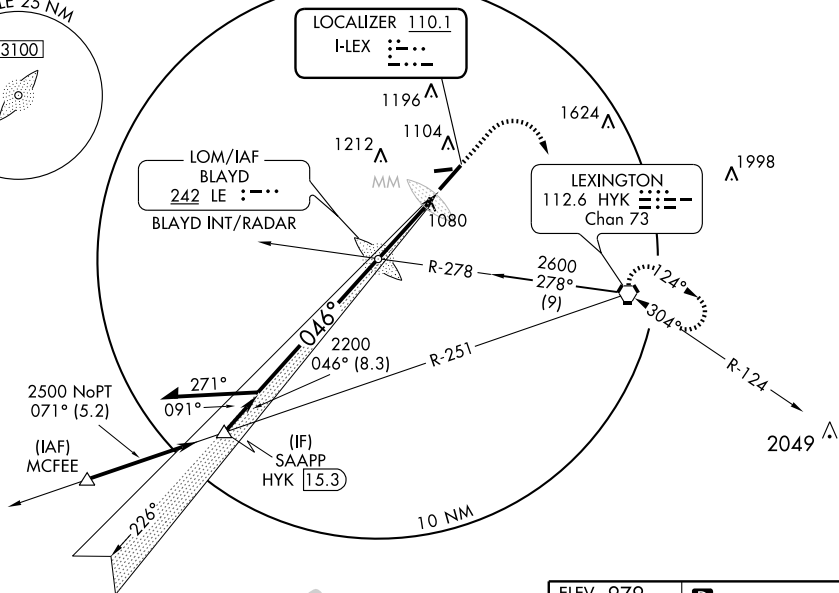
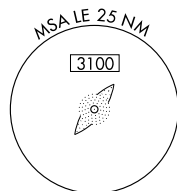
ATIS
126.3

LEXINGTON APP CON
120.15 259.3

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35



CATEGORY	A	B	C	D
S-ILS 4	1171/40 200 (200-¾)			
S-LOC 4	1300/40 329 (400-¾)			
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1440-1½ 461 (500-1½)	1540-2 561 (600-2)

LOC I-GNJ 111.75	APP CRS 226°	Rwy Idg TDZE Apt Elev	6603 979 979
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ILS or LOC RWY 22

LEXINGTON/BLEU GRASS (LEX)

▼ If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1242 and all MDAs 80 feet.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

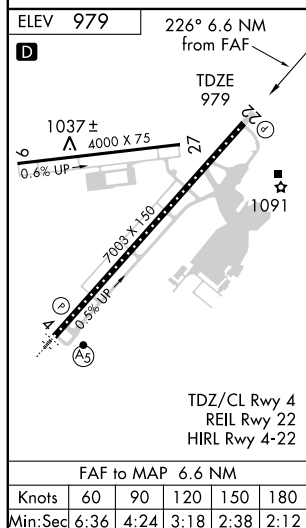
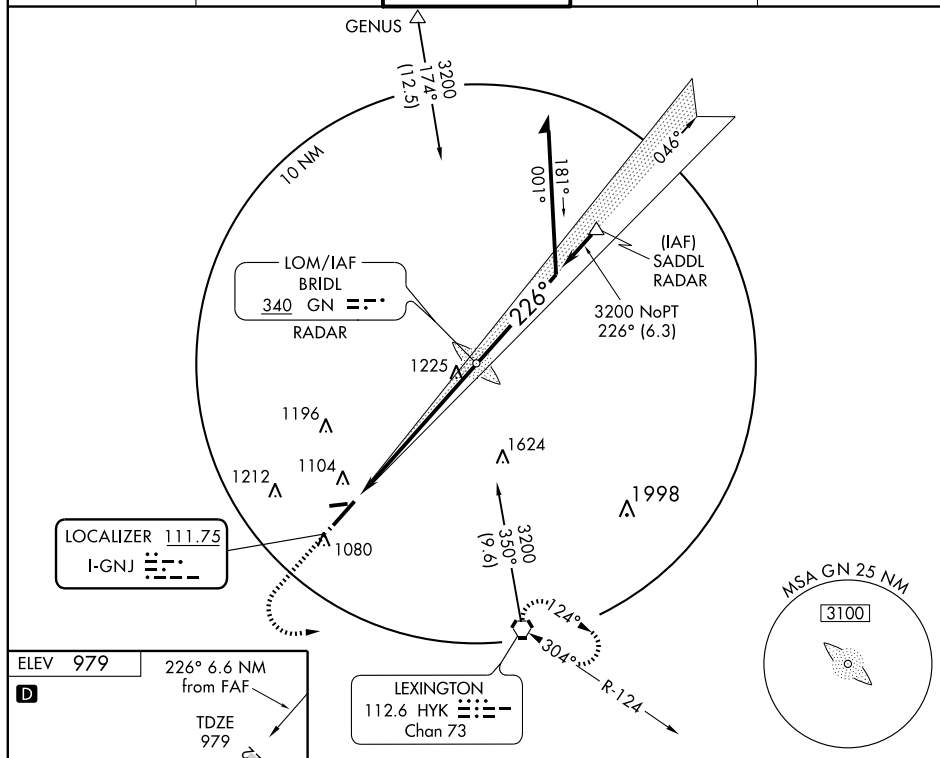
ATIS
126.3

LEXINGTON APP CON
120.15 259.3

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35



2000

↑

3100

↶

HYK

⬡

LOM

3149

046°

Remain within 10 NM

226°

3200

3200

GS 3.00°

TCH 55

6.6 NM

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 22	1179-¾ 200 (200-¾)			
S-LOC 22	1520-1	541 (600-1)	1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1	541 (600-1)	1520-1½ 541 (600-1½)	1540-2 561 (600-2)

WAAS CH 70401 W04A	APP CRS 046°	Rwy Idg TDZE 971 Apt Elev 979	6603 971 979
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RNAV (GPS) RWY 4

LEXINGTON/BLE GRASS (LEX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cts visibilities to RVR 5000, and LNAV Cts A, B, C to RVR 5000, Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH:
Climb to 3200 direct
UPRAW and hold.

ATIS
126.3

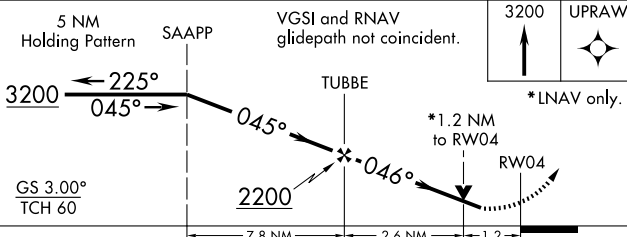
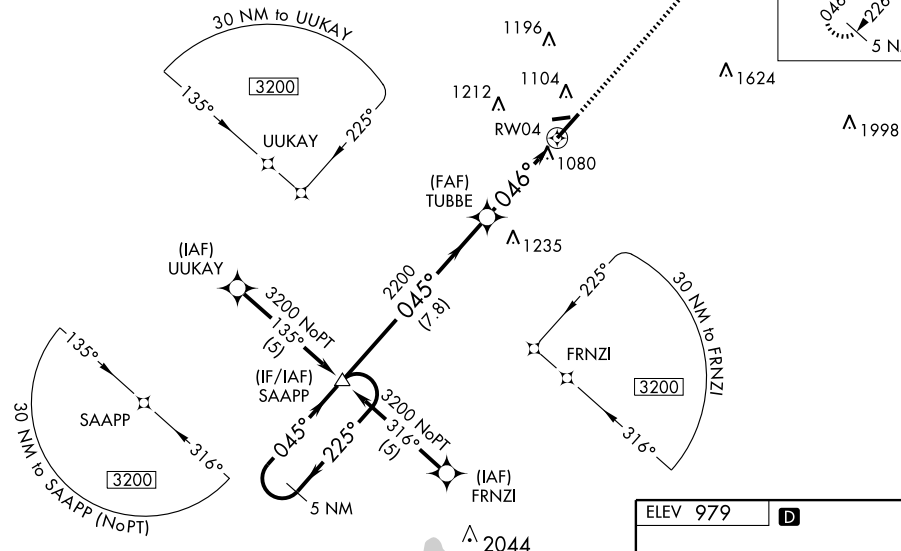
LEXINGTON APP CON
120.15 259.3

LEXINGTON TOWER
119.1 257.8

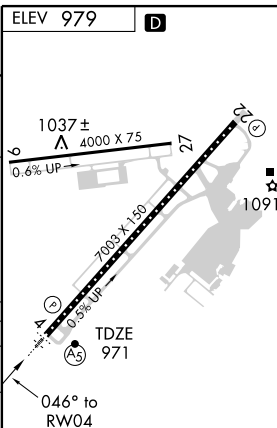
GND CON
121.9

CLNC DEL
132.35

MISSED APCH FIX
UPRAW



CATEGORY	A	B	C	D
LPV DA	1274/40	303 (300-¾)		
LNAV/VNAV DA	1362/50	391 (400-1)		
LNAV MDA	1340/40	369 (400-¾)	1340/50	369 (400-1)
CIRCLING	1420-1½ 441 (500-1½)	1440-1½	461 (500-1½)	1540-2 561 (600-2)



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

WAAS CH 86918 W09A	APP CRS 087°	Rwy Idg TDZE Apt Elev 967 980	4000 967 980
--	------------------------	---	---

RNAV (GPS) RWY 9

LEXINGTON/BLE GRASS (LEX)

▼ Straight-in minimums NA at night. Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct REBAA and hold.

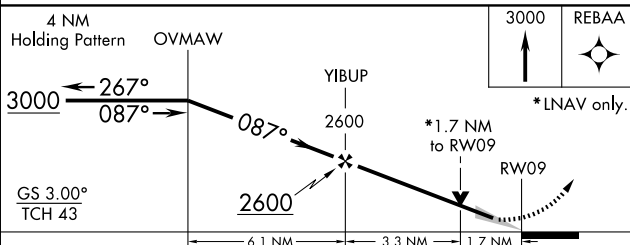
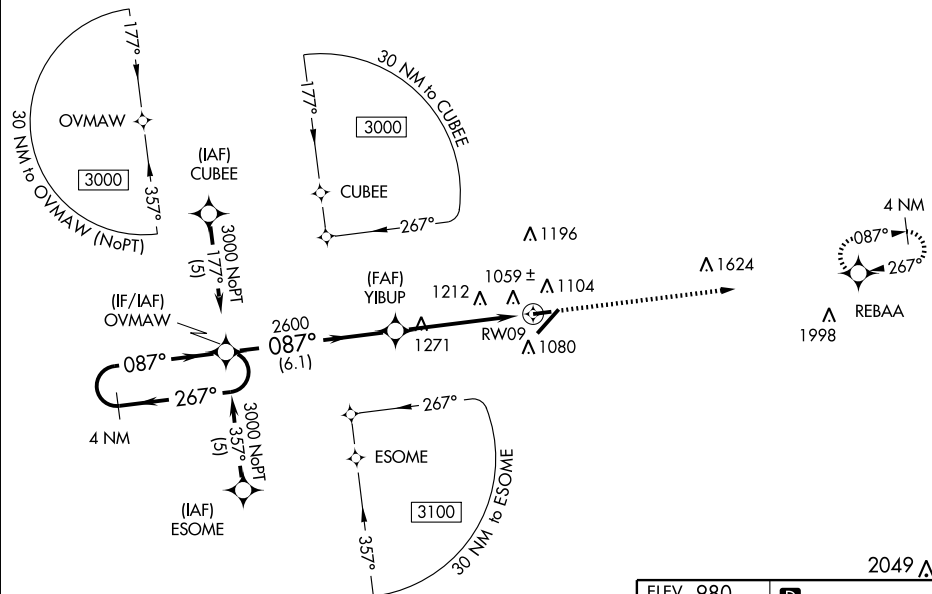
ATIS
126.3

LEXINGTON APP CON
120.15 259.3

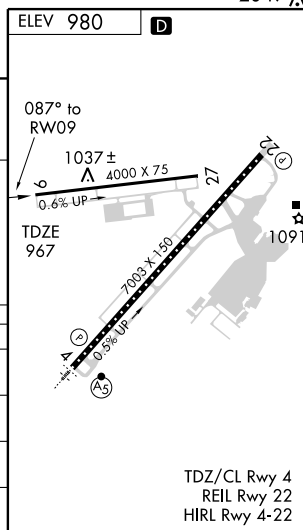
LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35



CATEGORY	A	B	C	D
LPV DA	1217-1		250 (300-1)	
LNAV/VNAV DA	1359-1½		392 (400-1½)	
LNAV MDA	1540-1		573 (600-1)	
CIRCLING	1540-1	560 (600-1)	1540-1½ 560 (600-1½)	1540-2 560 (600-2)



WAAS CH 90201 W22A	APP CRS 226°	Rwy Idg TDZE Apt Elev	6603 979 979
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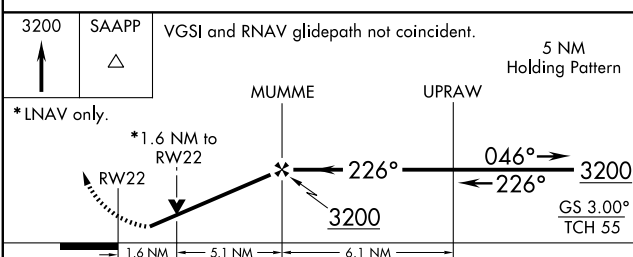
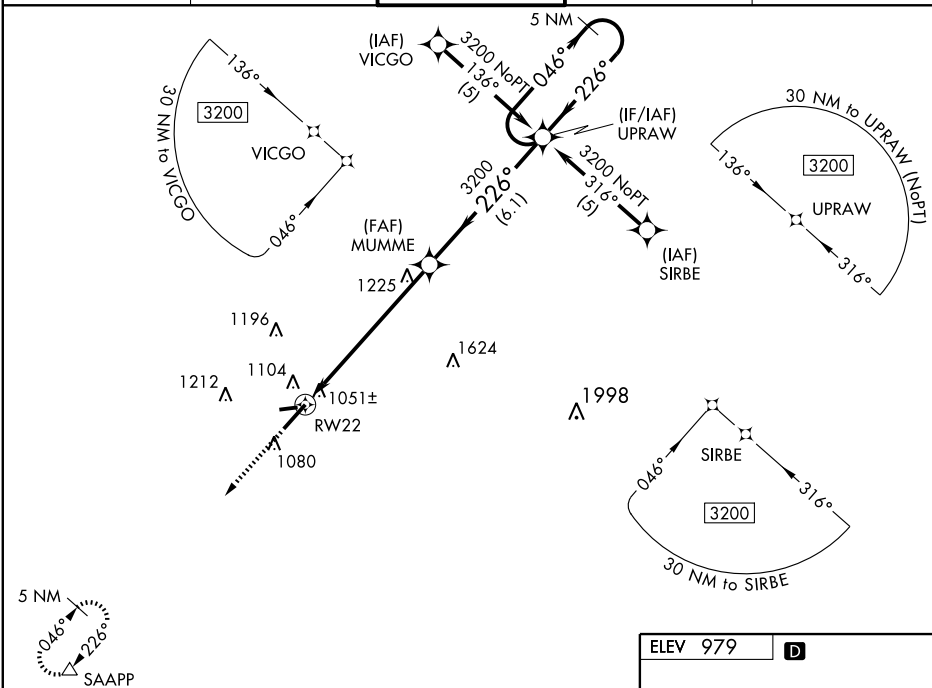
RNAV (GPS) RWY 22

LEXINGTON/BLUE GRASS (LEX)

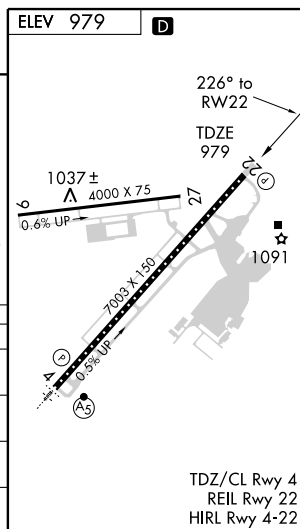
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3200 direct
SAAPP and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
LPV DA	1267-1 288 (300-1)			
LNAV/VNAV DA	1332-1¼ 353 (400-1¼)			
LNAV MDA	1520-1 541 (600-1)	1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)	
CIRCLING	1520-1¼ 541 (600-1¼)	1520-1½ 541 (600-1½)	1540-2 561 (600-2)	



WAAS CH 78218 W27A	APP CRS 267°	Rwy Idg TDZE Apt Elev	4000 974 980
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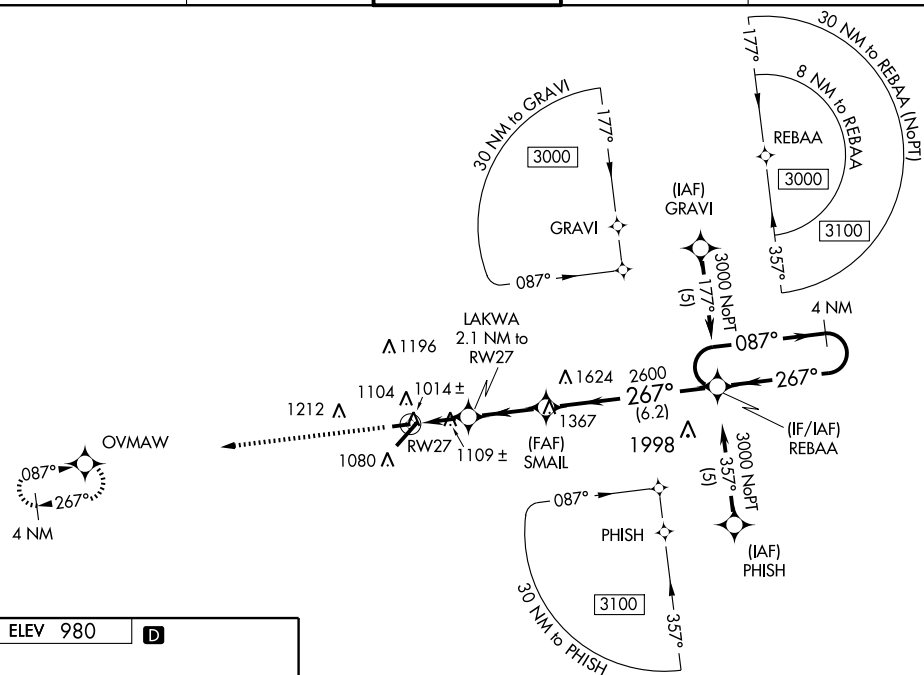
RNAV (GPS) RWY 27

LEXINGTON/BLEU GRASS (LEX)

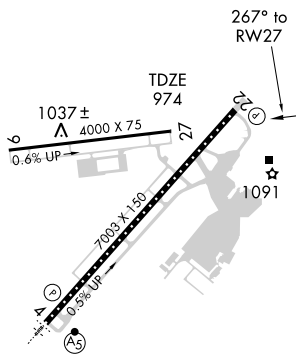
- T** Straight-in minimums NA at night. Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OVMW and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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ELEV 980	D
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TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

VORTAC HYK 112.6 Chan 73	APP CRS 304°	Rwy Idg TDZE Apt Elev	N/A N/A 979
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VOR-A

LEXINGTON/ BLUE GRASS (LEX)

T If local altimeter setting not received, use Capital City
A altimeter setting and increase all MDAs 80 feet.

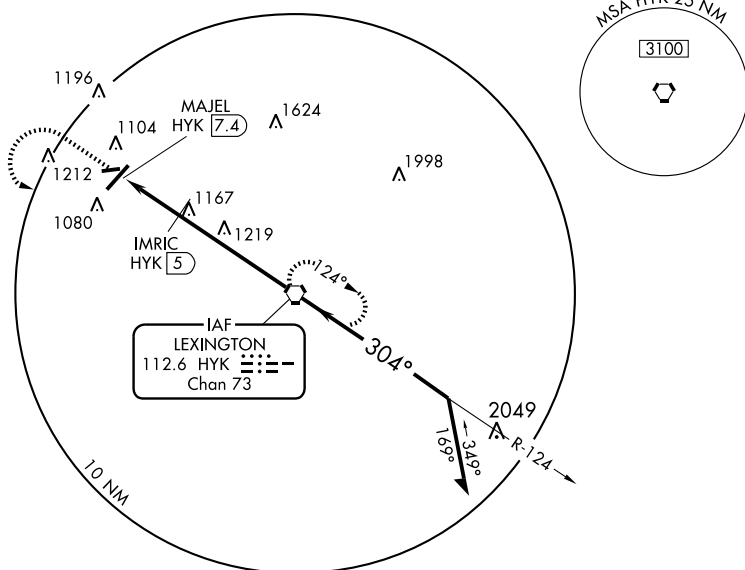
MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3

OXFORD TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

SE-1. 21 OCT 2010 to 18 NOV 2010

3100

HYK



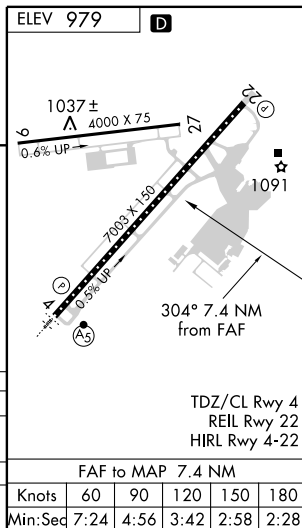
VORTAC

Remain
within 10 NM

3100

*1620 when using Capital City altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1540-1	561 (600-1)	1540-1½ 561 (600-½)	1540-2 561 (600-2)
IMRIC FIX MINIMUMS				
CIRCLING	1460-1	481 (500-1)	1460-1½ 481 (500-½)	1540-2 561 (600-2)



LEXINGTON, KENTUCKY

Amdt 9A 10210

LEXINGTON/BLUE GRASS (LEX)

VOR-A

38° 02'N - 84° 37'W

LONDON—CORBIN ARPT—MAGEE FLD (LOZ) 3 S UTC-5(-4DT) N37°05.21' W84°04.64'

CINCINNATI

1212 B S4 FUEL 100LL, JET A1+ OX 1, 3 NOTAM FILE LOZ

H-9A, L-26G

RWY 06-24: H5750X150 (ASPH) S-71, D-95, 2S-120, 2D-151 MIRL 0.5% up SW IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0°TCH 48'. Thld dsplcd 100'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 4.0°TCH 73'. Thld dsplcd 550'.

Tower.

AIRPORT REMARKS: Attended dawn-dusk. Small flocks of migrating birds on and in/ovf arpt. PAEW Rwy 06-24 750' north. Ultralight activity 5 NM SW of arpt. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.075 (606) 877-1699.

HIWAS 116.1 LOZ.

COMMUNICATIONS: CTAF 123.0 UNICOM 123.0

RCO 122.65 122.2 122.1R 116.1T (LOUISVILLE RADIO)

⑧ INDIANAPOLIS CENTER APP/DEP CON 124.625

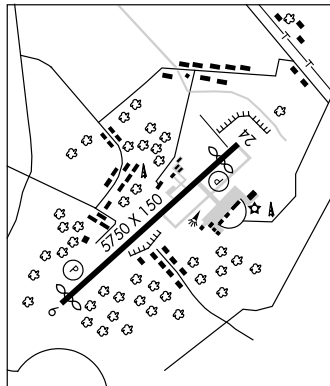
RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

(L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60'

029° 3.6 NM to fld. 1245/03W. HIWAS.

VOR portion unusable 012°-060° byd 7 NM blo 10,500'.

ILS/DME 110.9 I-LOZ Chan 46 Rwy 06.

**LOUISVILLE** N38°06.21' W85°34.65' NOTAM FILE LOU.

ST LOUIS

(H) VORTAC 114.8 IIU Chan 95 330° 8.5 NM to Bowman Fld. 720/01E.

H-5E, 10F, L-26F, 27E

VOR portion unusable 285°-093° blo 10,000'.

RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

LOUISVILLE**BOWMAN FLD** (LOU) 5 SE UTC-5(-4DT) N38°13.68' W85°39.82'

ST LOUIS

546 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE LOU

L-27E

RWY 06-24: H4326X75 (ASPH) S-30 MIRL 0.3% up SW. IAP, AD

RWY 06: PAPI(P2L)—GA 4.0° TCH 48'. Thld dsplcd 813'. Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.8° TCH 42'. Thld dsplcd 307'.

Trees.

RWY 15-33: H3579X75 (ASPH) S-30 MIRL 0.6% up NW.

RWY 15: VASI(V4L)—GA 3.0°TCH 31'. Thld dsplcd 206'. Tree.

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 42'. Thld dsplcd 341'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4047 TODA-4357 ASDA-4316 LDA-3469

RWY 15: TORA-3238 TODA-3579 ASDA-3579 LDA-3373

RWY 24: TORA-3509 TODA-4357 ASDA-4165 LDA-3856

RWY 33: TORA-3373 TODA-3579 ASDA-3466 LDA-3125

AIRPORT REMARKS: Attended 1100-0300Z±. Be alert for birds on and in/ovf arpt during daylight hrs. Stage 3 compliance required for turbojet acft. PPR for all acft over 30,000 lbs GWT. Call arpt manager 502-368-6524 for PPR. When twr clsd training opr prohibited. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33—CTAF. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (502) 473-0693.**COMMUNICATIONS:** CTAF 119.5 ATIS 118.275 UNICOM 122.95

LOUISVILLE RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

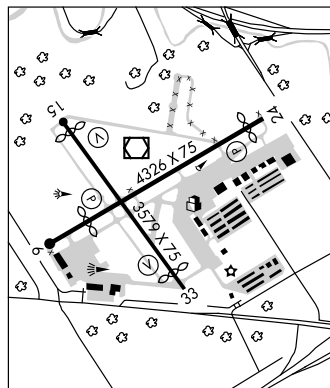
⑧ LOUISVILLE APP/DEP CON 132.075(E) 123.675(W)

TOWER 119.5 (1200-0300Z±) GND CON 121.8 CLNC DEL 118.9

AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

(T) VOR/DME 112.2 BQM Chan 59 N38°13.81' W85°39.89' at fld. 540/01W. VOR portion unusable 073°-063° blo 4000'.

LAANG NDB (LOM) 414 LK N38°08.70' W85°38.00' 347° 5.2 NM fld. NOTAM FILE SDF.

COMM/NAV/WEATHER REMARKS: Ctc Louisville Radio for airport advisory service on 119.5 when twr is clsd.

LOC/DME I-LOZ

110.9

APP CRS

057°

Rwy Idg

5650

TDZE

1212

Apt Elev

1212**ILS or LOC RWY 6**

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

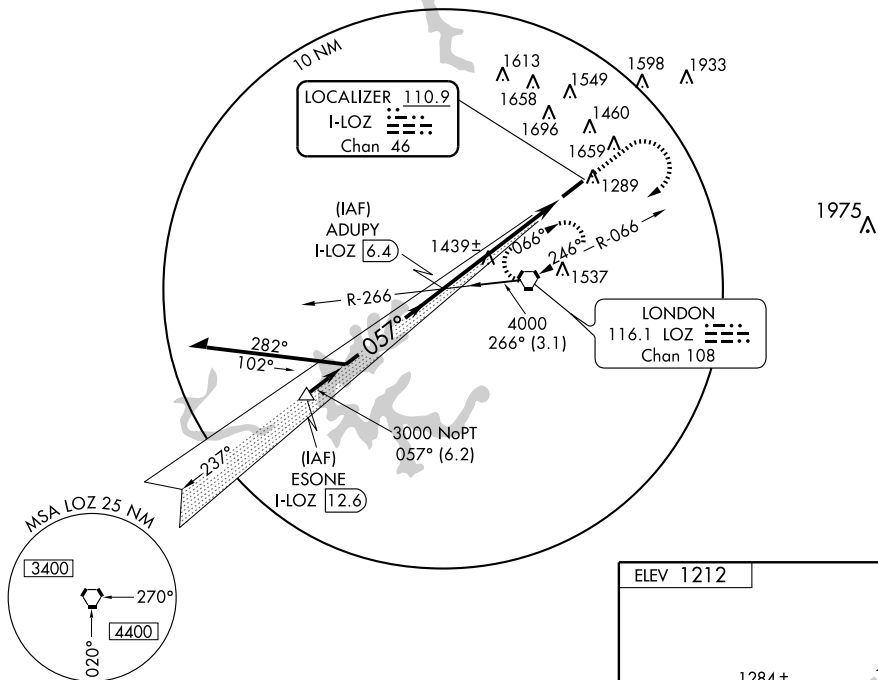
▼ Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet, and increase visibility S-ILS 6¼ mile all Cats, S-LOC 6 Cat C ¼ mile Cat D ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM

ADUPY
I-LOZ **6.4**

2000

4000

LOZ



3500

3000

3000

I-LOZ **2.4**I-LOZ **1**

GS 3.00°
TCH 49

3000

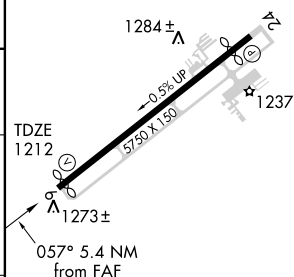
3000

4 NM

1.4 NM

CATEGORY	A	B	C	D
S-ILS 6		1462-1	250 (300-1)	
S-LOC 6	1720-1	508 (600-1)	1720-1½	508 (600-1½)
CIRCLING	1780-1	568 (600-1)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

ELEV 1212



MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS CH 65799 W06A	APP CRS 057°	Rwy Idg TDZE Apt Elev	5650 1212 1212
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RNAV (GPS) RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet and increase visibility LPV ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F) Baro-VNAV and VDP NA when using Somerset altimeter setting.

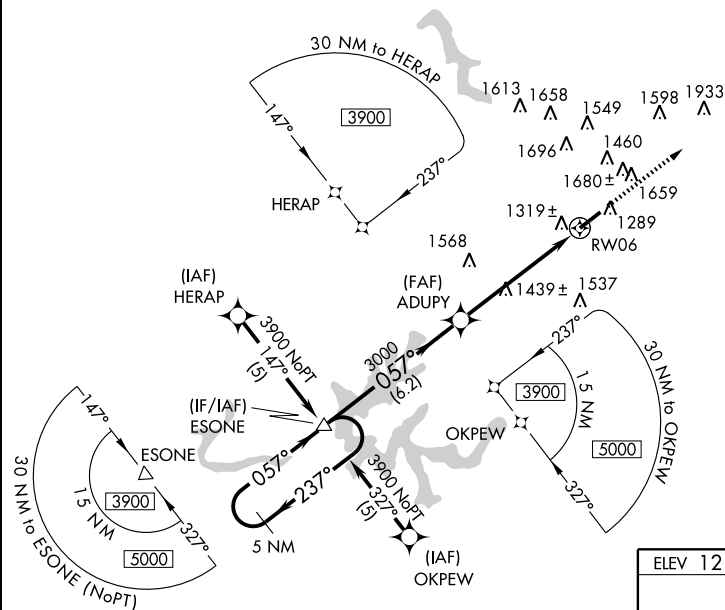
MISSED APPROACH:
Climb to 3900 direct
ODUBE and hold.

ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

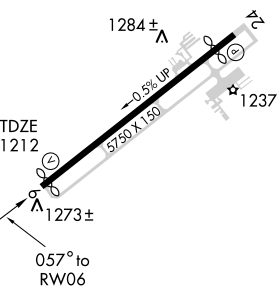
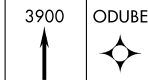
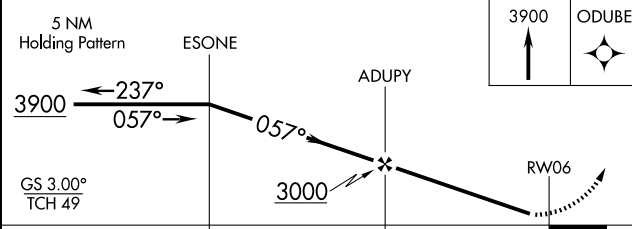
UNICOM
123.0 (CTAF) 0

MISSED APCH FIX



1975

ELEV 1212



CATEGORY	A	B	C	D
LPV DA	1466-1		254 (300-1)	
LNAV/VNAV DA	1602-1¼		390 (400-1¼)	
LNAV MDA	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 **0**REIL Rwy 6 and 24 **0**

WAAS CH 78108 W24A	APP CRS 237°	Rwy Idg TDZE Apt Elev	5100 1201 1212
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RNAV (GPS) RWY 24

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

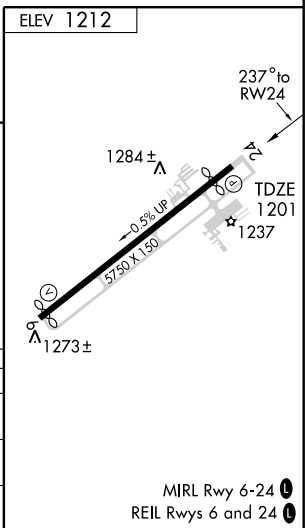
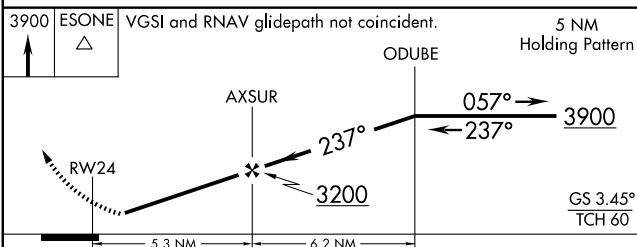
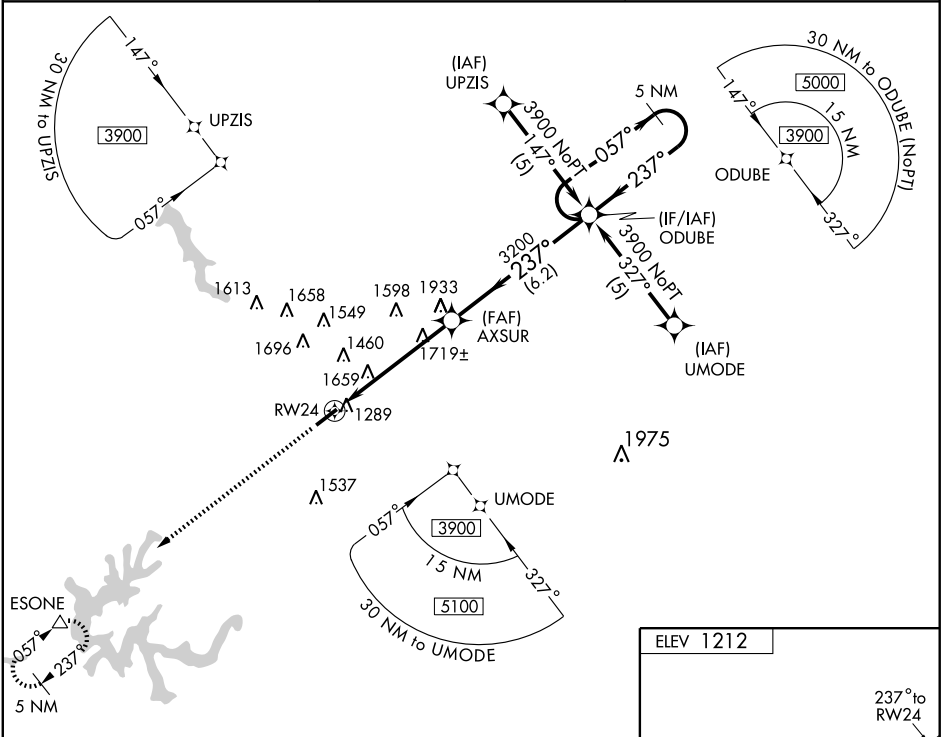
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH:
Climb to 3900 direct
ESONE and hold.

ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1510-1	309 (300-1)		NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	1980-1¼ 768 (800-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 **0**
REIL Rwy 6 and 24 **0**

VORTAC LOZ 116.1 Chan 108	APP CRS 025°	Rwy ldg TDZE Apt Elev 5650 1212 1212
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VOR RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)



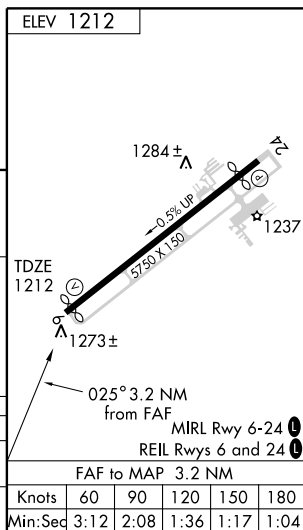
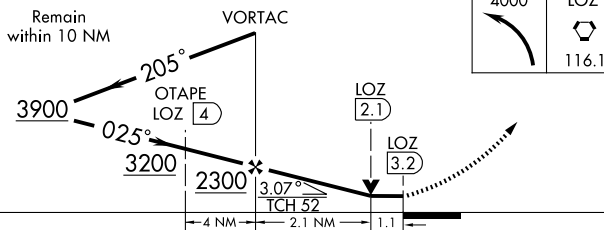
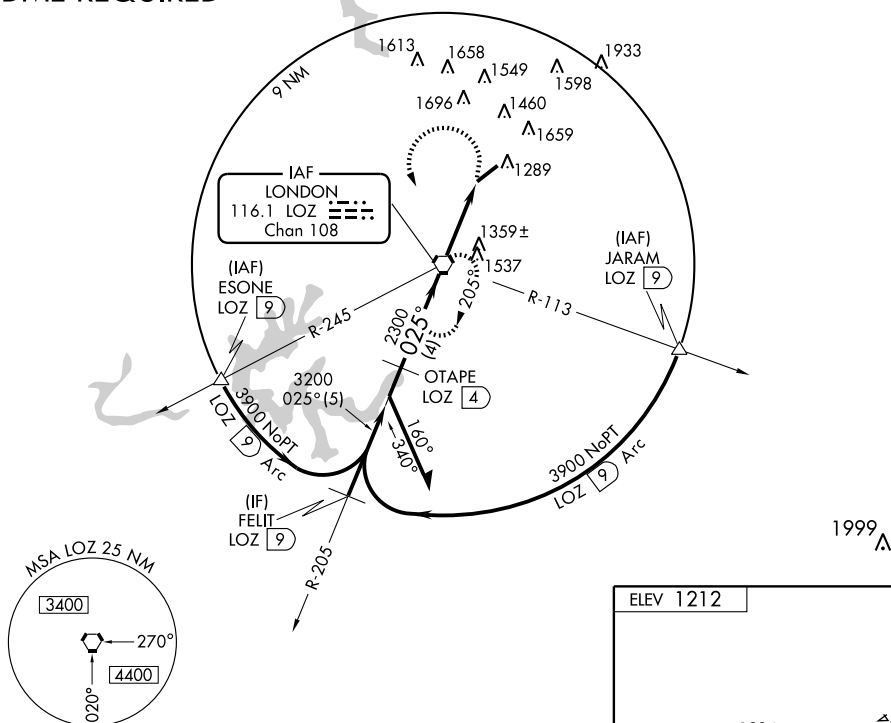
If local altimeter setting not received, use Somerset
altimeter setting and increase all MDAs 100 feet.
VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct
LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS
119.075

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0

DME REQUIRED

CATEGORY	A	B	C	D
S-6	1620-1	408 (500-1)	1620-1¼	408 (500-1¼)
CIRCLING	1780-1	568 (600-1)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

LONDON, KENTUCKY

Amdt 13 10238

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

37° 05' N-84° 05' W

VOR RWY 6

AIRPORT DIAGRAM

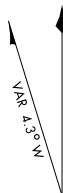
AL-238 (FAA)

LOUISVILLE/BOWMAN FIELD (LOU)
LOUISVILLE, KENTUCKY

ATIS
118.275
BOWMAN TOWER ★
119.5 257.625
GND CON
121.8
CLNC DEL
118.9

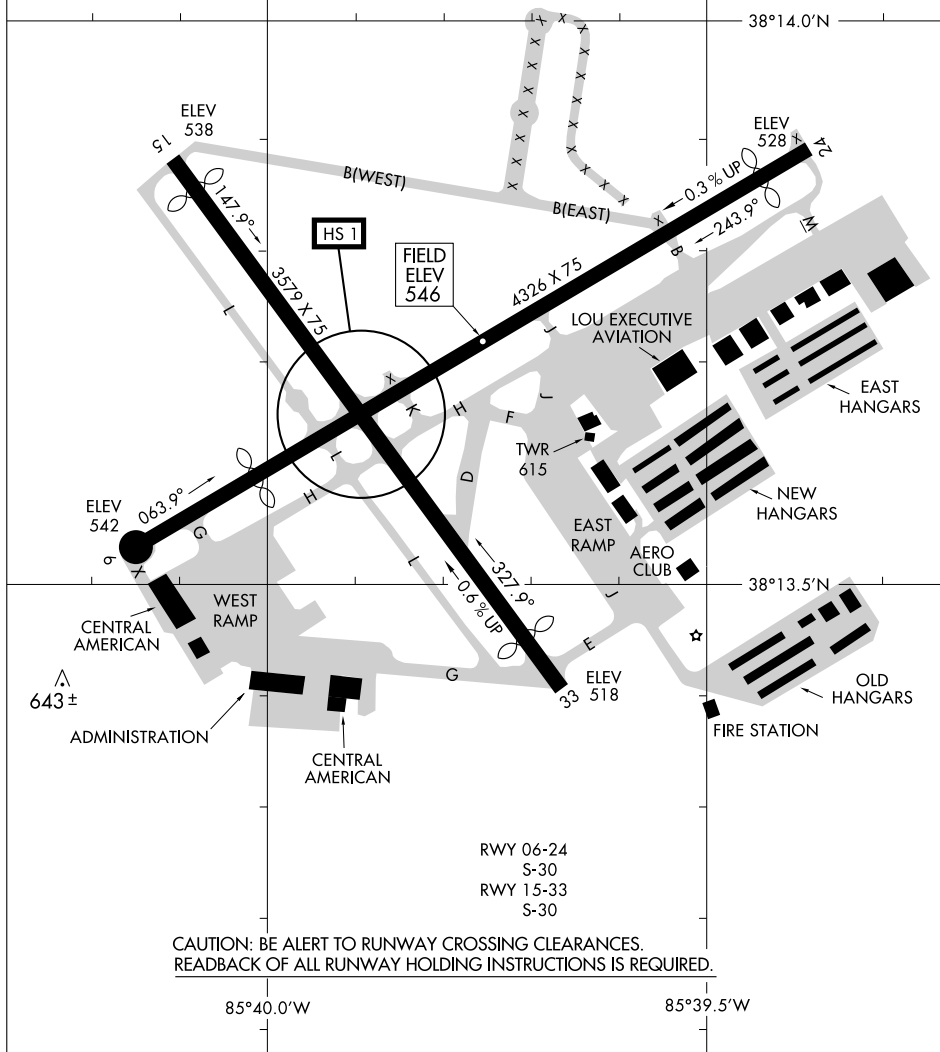


JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE/BOWMAN FIELD (LOU)

LONDON—CORBIN ARPT—MAGEE FLD (LOZ) 3 S UTC-5(-4DT) N37°05.21' W84°04.64'

CINCINNATI

1212 B S4 FUEL 100LL, JET A1+ OX 1, 3 NOTAM FILE LOZ

H-9A, L-26G

RWY 06-24: H5750X150 (ASPH) S-71, D-95, 2S-120, 2D-151 MIRL 0.5% up SW IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0°TCH 48'. Thld dsplcd 100'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 4.0°TCH 73'. Thld dsplcd 550'.

Tower.

AIRPORT REMARKS: Attended dawn-dusk. Small flocks of migrating birds on and in/ovf arpt. PAEW Rwy 06-24 750' north. Ultralight activity 5 NM SW of arpt. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: ASOS 119.075 (606) 877-1699.

HIWAS 116.1 LOZ.

COMMUNICATIONS: CTAF 123.0 UNICOM 123.0

RCO 122.65 122.2 122.1R 116.1T (LOUISVILLE RADIO)

⑧ INDIANAPOLIS CENTER APP/DEP CON 124.625

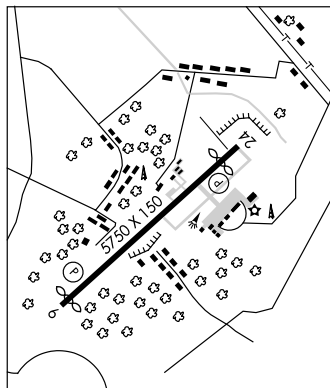
RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

(L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60'

029° 3.6 NM to fld. 1245/03W. HIWAS.

VOR portion unusable 012°-060° byd 7 NM blo 10,500'.

ILS/DME 110.9 I-LOZ Chan 46 Rwy 06.

**LOUISVILLE** N38°06.21' W85°34.65' NOTAM FILE LOU.

ST LOUIS

(H) VORTAC 114.8 IIU Chan 95 330° 8.5 NM to Bowman Fld. 720/01E.

H-5E, 10F, L-26F, 27E

VOR portion unusable 285°-093° blo 10,000'.

RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

LOUISVILLE**BOWMAN FLD** (LOU) 5 SE UTC-5(-4DT) N38°13.68' W85°39.82'

ST LOUIS

546 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE LOU

L-27E

RWY 06-24: H4326X75 (ASPH) S-30 MIRL 0.3% up SW. IAP, AD

RWY 06: PAPI(P2L)—GA 4.0° TCH 48'. Thld dsplcd 813'. Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.8° TCH 42'. Thld dsplcd 307'.

Trees.

RWY 15-33: H3579X75 (ASPH) S-30 MIRL 0.6% up NW.

RWY 15: VASI(V4L)—GA 3.0°TCH 31'. Thld dsplcd 206'. Tree.

RWY 33: REIL. VASI(V4L)—GA 3.0°TCH 42'. Thld dsplcd 341'.

Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4047 TODA-4357 ASDA-4316 LDA-3469

RWY 15: TORA-3238 TODA-3579 ASDA-3579 LDA-3373

RWY 24: TORA-3509 TODA-4357 ASDA-4165 LDA-3856

RWY 33: TORA-3373 TODA-3579 ASDA-3466 LDA-3125

AIRPORT REMARKS: Attended 1100-0300Z±. Be alert for birds on and in/ovf arpt during daylight hrs. Stage 3 compliance required for turbojet acft. PPR for all acft over 30,000 lbs GWT. Call arpt manager 502-368-6524 for PPR. When twr clsd training opr prohibited. ACTIVATE MIRL Rwy 06-24 and Rwy 15-33—CTAF. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Terminal Area Graphic Notice.

WEATHER DATA SOURCES: ASOS (502) 473-0693.**COMMUNICATIONS:** CTAF 119.5 ATIS 118.275 UNICOM 122.95

LOUISVILLE RCO 122.45 122.2 122.1R (LOUISVILLE RADIO)

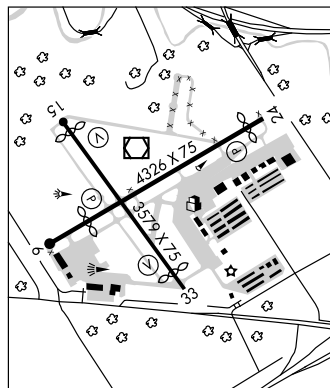
⑧ LOUISVILLE APP/DEP CON 132.075(E) 123.675(W)

TOWER 119.5 (1200-0300Z±) GND CON 121.8 CLNC DEL 118.9

AIRSPACE: CLASS D svc 1200-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

(T) VOR/DME 112.2 BQM Chan 59 N38°13.81' W85°39.89' at fld. 540/01W. VOR portion unusable 073°-063° blo 4000'.

LAANG NDB (LOM) 414 LK N38°08.70' W85°38.00' 347° 5.2 NM fld. NOTAM FILE SDF.

COMM/NAV/WEATHER REMARKS: Ctc Louisville Radio for airport advisory service on 119.5 when twr is clsd.

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725

TERRE HAUTE
115.3 TTH = ...
Cham 100
N39°29.34' - W87°14.94'

BIBLE GROVE
109.0 BIB
Chan 27

L-27, H-5

CHERI
N38°13.81' - W86°30.89'

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJET: Expect clearance to cross at 1 000 feet.

PENTO
38°19'72"

7

CENTRALIA
115.0 ENL $\frac{1}{2}$...
Chan 97
N38°25.20' - W89°09.54'

113°5'

L-16. H-5

11000

11000-

W86° 43.5'

WENSBORO
OWB
Class 22

33

CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via
ENL R-089 and III R-279 to CHERI INT. Thence. . .
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via
PXV R-065 and III R-279 to CHERI INT. Thence. . .
TERRE HAUTE TRANSITION (TH.CHERI2): From over TH VORTAC via
TH R-159 and III R-279 to CHERI INT. Thence. . .
. From over CHERI INT via III R-279 to III VORTAC. Expect radar
vectors to final approach course after CHERI INT.

NOTE: Chart not to scale.

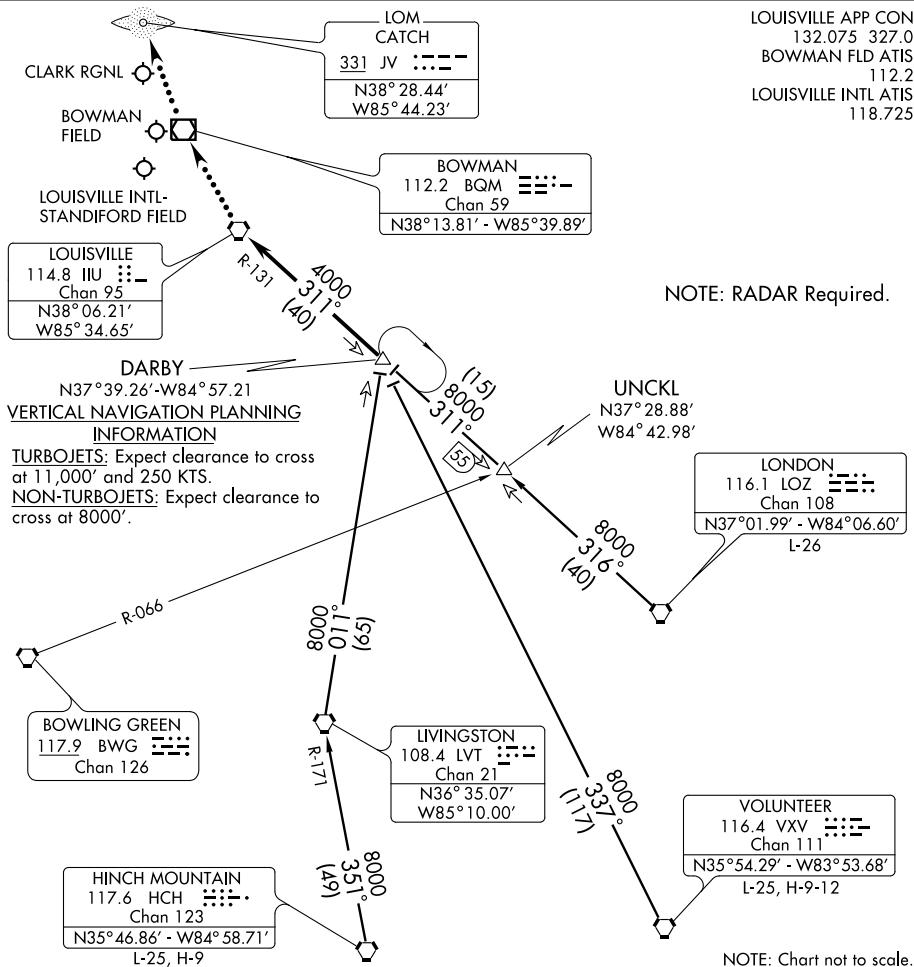
SE-1 21 OCT 2010 to 18 NOV 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVV - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.


CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

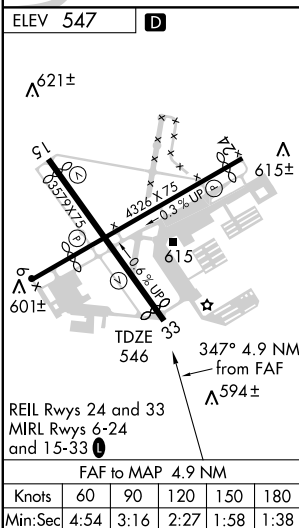
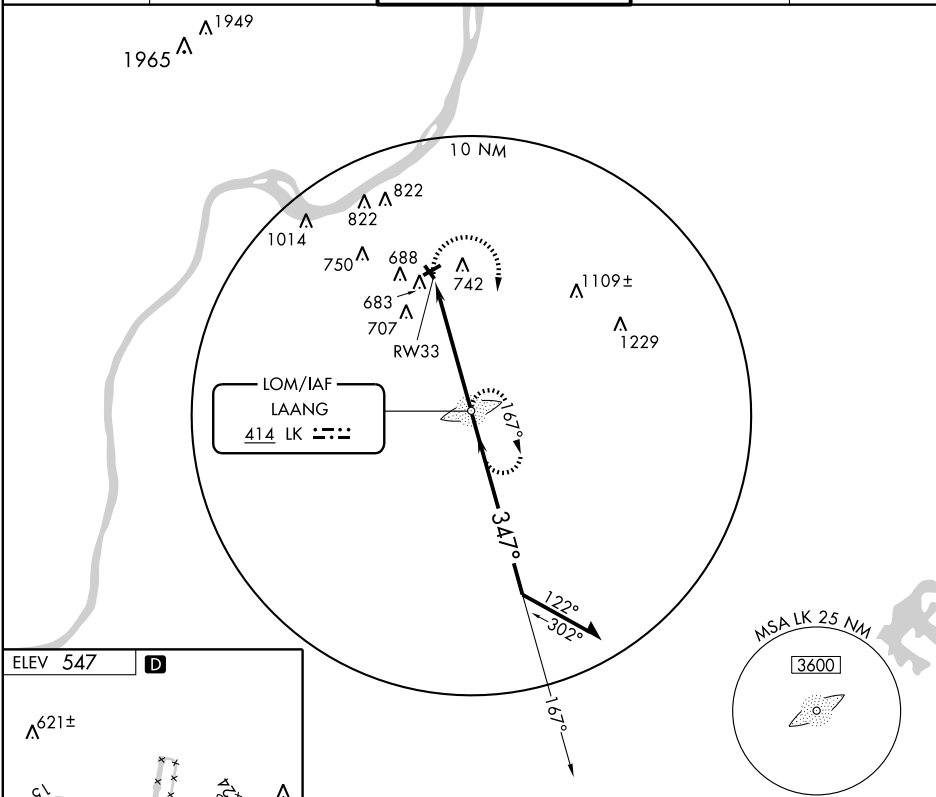
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.


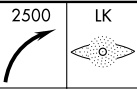
LOM LK 414	APP CRS 347°	Rwy Idg TDZE Apt Elev	3125 546 547
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NDB or GPS RWY 33

LOUISVILLE/ BOWMAN FIELD (LOU)

 RADAR REQUIRED		MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.		
ATIS 118.275	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER ★ 119.5 (CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9



ELEV 547 				LOM Remain within 10 NM	
RW33 4.9 NM		167° 347° 2500 2200			
CATEGORY	A	B	C	D	
S-33	1060-1	514 (600-1)	NA		
CIRCLING	1060-1	513 (600-1)	NA		

LOUISVILLE, KENTUCKY
Amdt 15B 10210

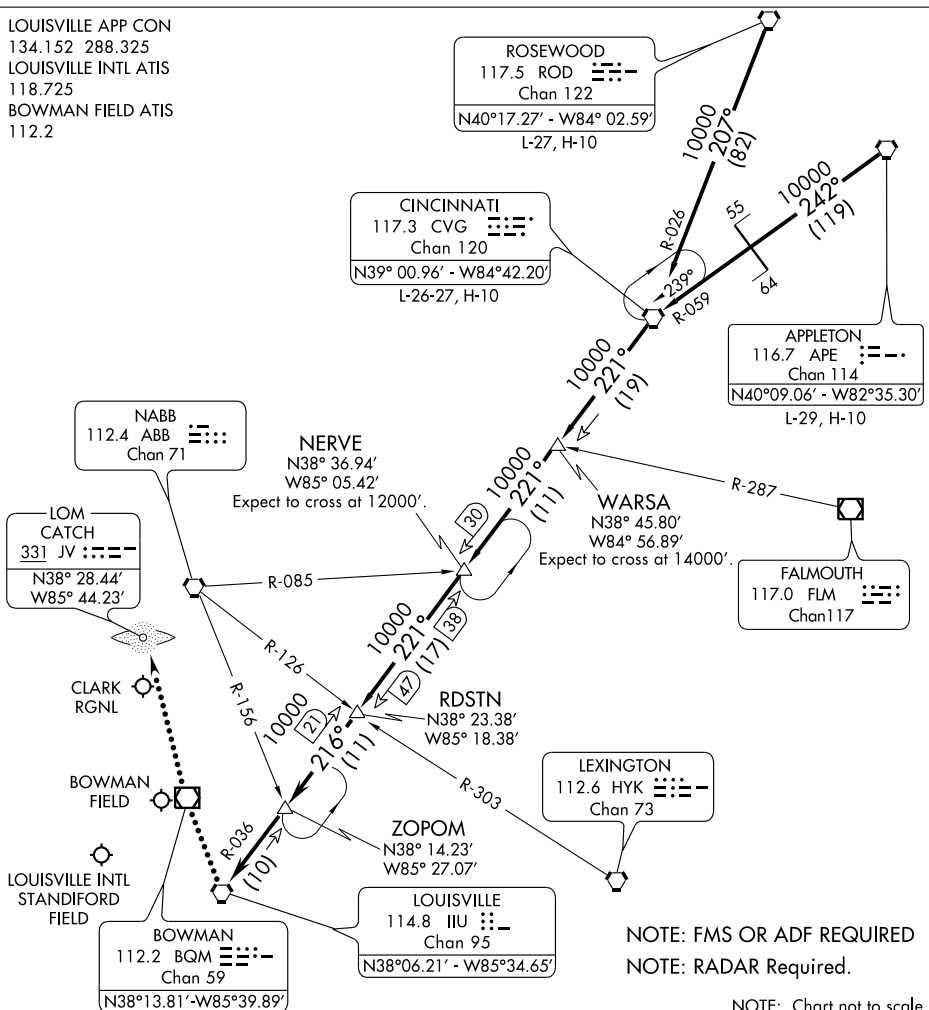
38°14'N-85°40'W

LOUISVILLE/ BOWMAN FIELD (LOU)
NDB or GPS RWY 33

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
134.152 288.325
LOUISVILLE INTL ATIS
118.725
BOWMAN FIELD ATIS
112.2



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVV - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

WAAS CH 45802 W24A	APP CRS 241°	Rwy Idg TDZE 546 Apt Elev 546
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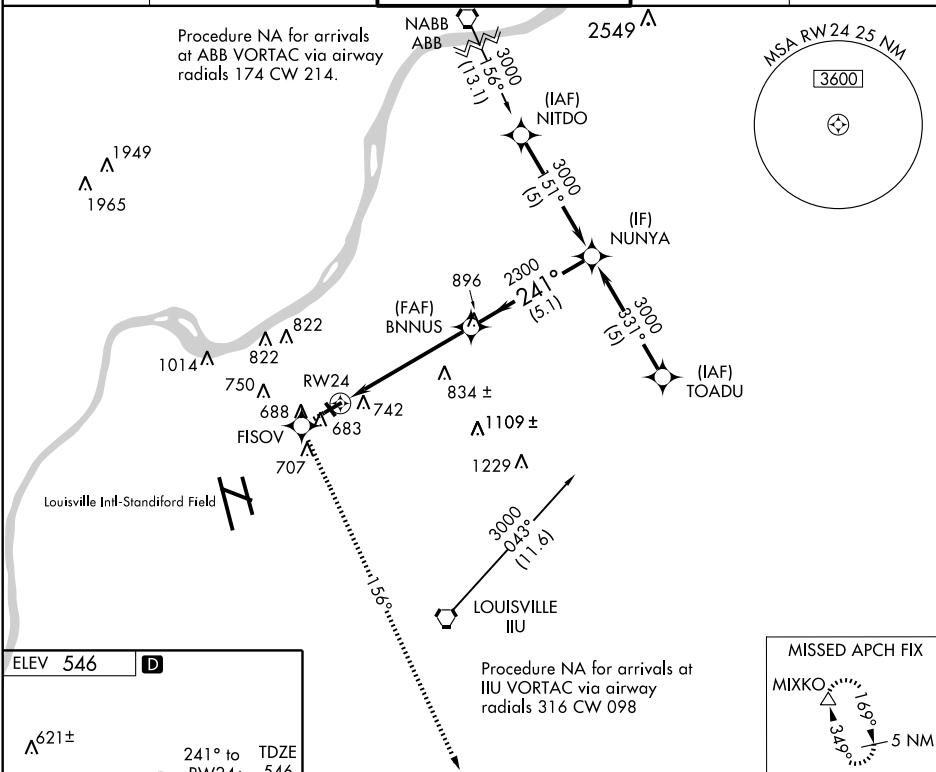
RNAV (GPS) RWY 24

LOUISVILLE/BOWMAN FIELD (LOU)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, use Louisville
Intl-Standford Field altimeter setting.

MISSED APPROACH: Climb to 3200 direct FISOV
and via 156° track to MIXKO and hold.

ATIS 118.275	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER ★ 119.5 (CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9
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VOR/DME BQM 112.2 Chan 59	APP CRS 248°	Rwy Idg TDZE Apt Elev	3856 546 547
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VOR RWY 24

LOUISVILLE/ BOWMAN FIELD (LOU)



MISSED APPROACH: Climbing left turn to 3000 via heading 180° and ILL VORTAC R-279 to ILL VORTAC and hold.

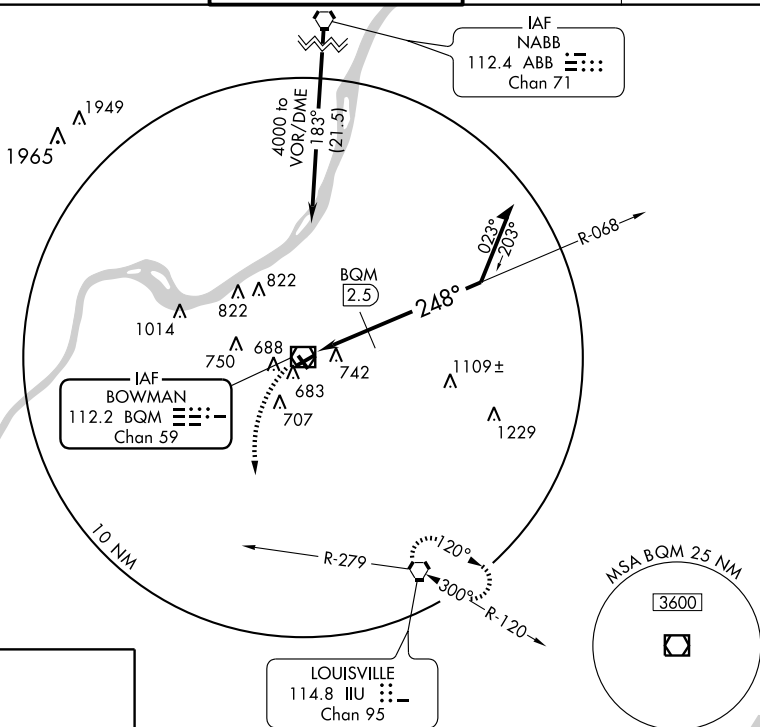
ATIS
118.275

LOUISVILLE APP CON
132.075 327.0

BOWMAN TOWER ★
119.5 (CTAF) 257.625

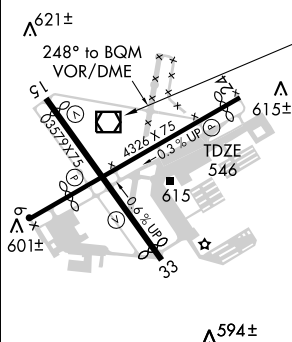
GND CON
121.8

CLNC DEL
118.9






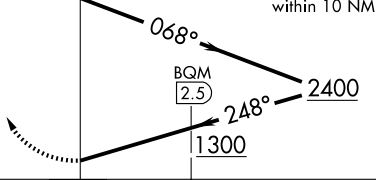
ELEV 547

D



REIL Rwy 24 and 33
MRL Rwy 6-24 and 15-33

LOUISVILLE, KENTUCKY
Amdt 7B 10210

3000  HDG 180°	IIU R-279 	IIU 				
CATEGORY	A	B	C		D	
S-24	1300-1 754 (800-1)	1300-1¼ 754 (800-1¼)			NA	
CIRCLING	1300-1 753 (800-1)	1300-1¼ 753 (800-1¼)			NA	
DME MINIMUMS						
S-24	1000-1	454 (500-1)			NA	
CIRCLING	1060-1	513 (600-1)			NA	

38°14'N-85°40'W

LOUISVILLE/ BOWMAN FIELD (LOU)

VOR RWY 24

AIRPORT DIAGRAM

AL-239 (FAA)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

LOUISVILLE, KENTUCKY

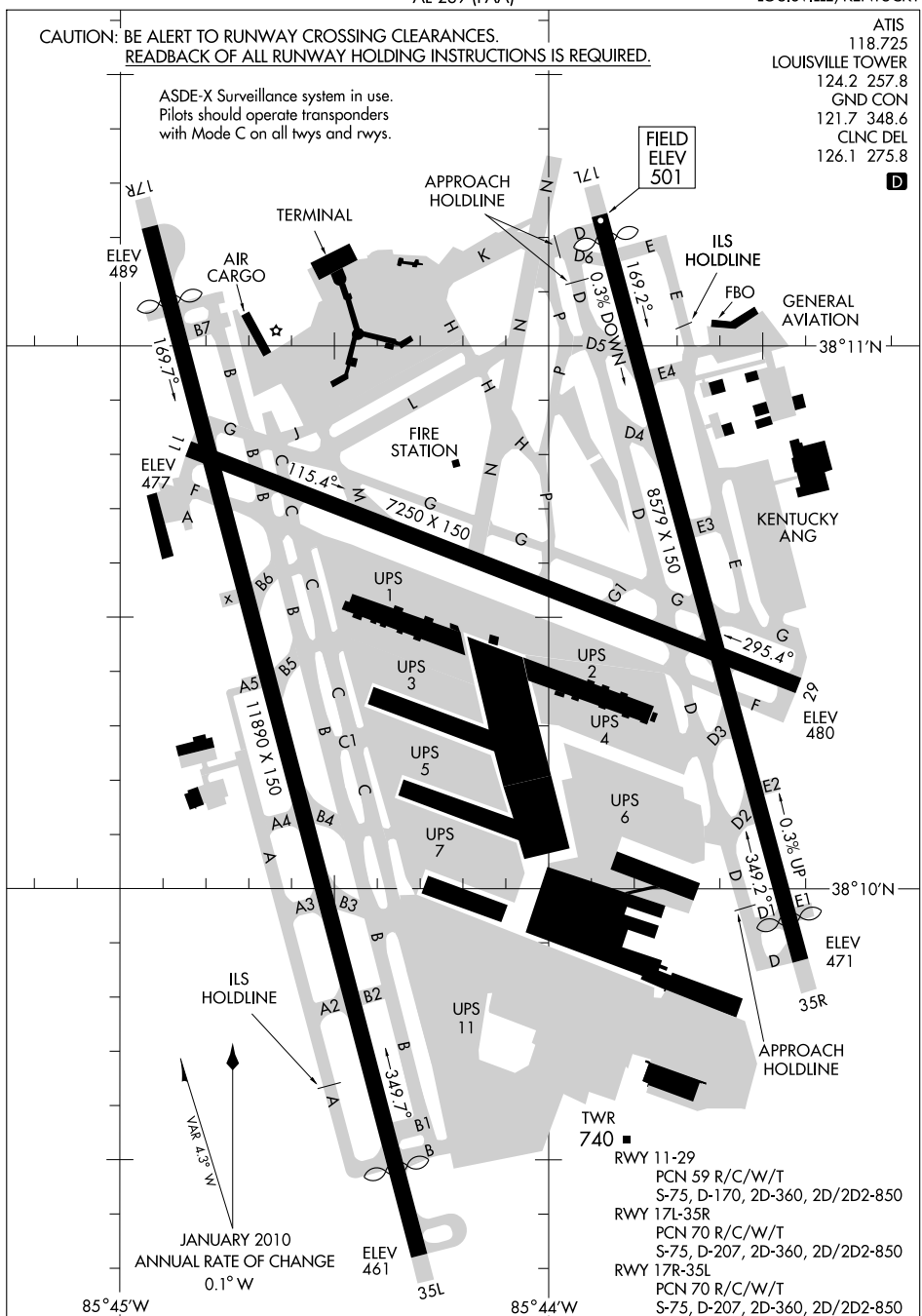
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance system in use.
 Pilots should operate transponders
 with Mode C on all twys and rwys.

ATIS 118.725
 LOUISVILLE TOWER 124.2 257.8
 GND CON 121.7 348.6
 CLNC DEL 126.1 275.8

D

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

LOUISVILLE INTL—STANDIFORD FLD

(SDF) 4 S UTC-5(-4DT) N38°10.45' W85°44.19'

ST LOUIS

501 B S4 FUEL 100LL, JET A OX 4 LRA Class I, ARFF Index C NOTAM FILE SDF

H-5E, 10F, L-27E

RWY 17R-35L: H11890X150 (CONC-GRVD) S-75, D-207, 2D-360, 2D/2D2-850

IAP, AD

PCN 70 R/C/W/T HIRL CL

RWY 17R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 75'.

Thld dspcd 850'.

RWY 35L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dspcd 1040'.

RWY 17L-35R: H8579X150 (CONC-GRVD) S-75, D-207, 2D-360, 2D/2D2-850 PCN 70 R/C/W/T HIRL CL

RWY 17L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 75'.

Thld dspcd 329'. 0.3% down.

RWY 35R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 75'.

Thld dspcd 450'. 0.3% up.

RWY 11-29: H7250X150 (CONC-WC) S-75, D-170, 2D-360, 2D/2D2-850 PCN 59 R/C/W/T HIRL

RWY 11: Bldg.

RWY 29: MALSR.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17L: TORA-8579 TODA-8579 ASDA-8129 LDA-7800

RWY 17R: TORA-11095 TODA-11095 ASDA-11095 LDA-10000

RWY 35L: TORA-11290 TODA-11290 ASDA-11290 LDA-10000

RWY 35R: TORA-8579 TODA-8579 ASDA-8250 LDA-7800

AIRPORT REMARKS: Attended continuously. Continuous construction on arpt, be alert for frequent rwy and twy closures. Birds on and in/ovf arpt. ASDE-X Surveillance System in use: Pilots should opr transponders with Mode C on all twys and rwys. Taxi in position and hold waiver in effect from 0830Z until SR at the intersection of Rwy 17R at Twy B and at the intersection of Rwy 35L at Twy B. These rwys will be used for departures only when exercising the provisions of this waiver. Std dep point on Rwy 17R is at Twy B. Pilots must req use of Rwy 17R extension. Declared distance for tkf at Twy B ASDA/TORA/TODA 10,245'. Std dep point on Rwy 35L is at Twy B. Pilots must req use of Rwy 35L extension. Declared distance for tkf at Twy B ASDA/TORA/TODA 10,250'. Rwy 17L RVR avbl touchdown, midpoint and rollout. Rwy 17R RVR avbl touchdown, midfield and rollout. Rwy 35L RVR avbl touchdown, midfield, rollout. Rwy 35R RVR avbl touchdown, midfield and rollout. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (502) 367-1492. LLWAS.**COMMUNICATIONS:** D-ATIS 118.725 UNICOM 122.95

Ⓡ APP CON 134.15 132.075(E) 123.675(W)

Ⓡ DEP CON 132.075(E) 123.675(W)

TOWER 124.2 GND CON 121.7 CLNC DEL 126.1

AIRSPACE: CLASS C svc continuous etc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

(H) VORTAC 114.8 IIU Chan 95 N38°06.21' W85°34.65' 298° 8.6 NM to fld. 720/01E.

LAANG NDB (LOM) 414 LK N38°08.69' W85°38.00' 293° 5.2 NM to fld. NOTAM FILE SDF.

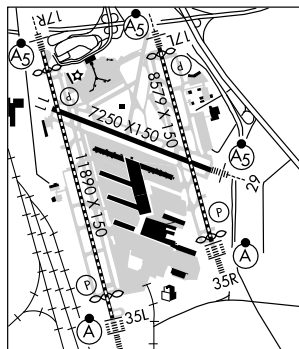
ILS/DME 110.55 I-JJM Chan 42(Y) Rwy 35R. Class IIIE.

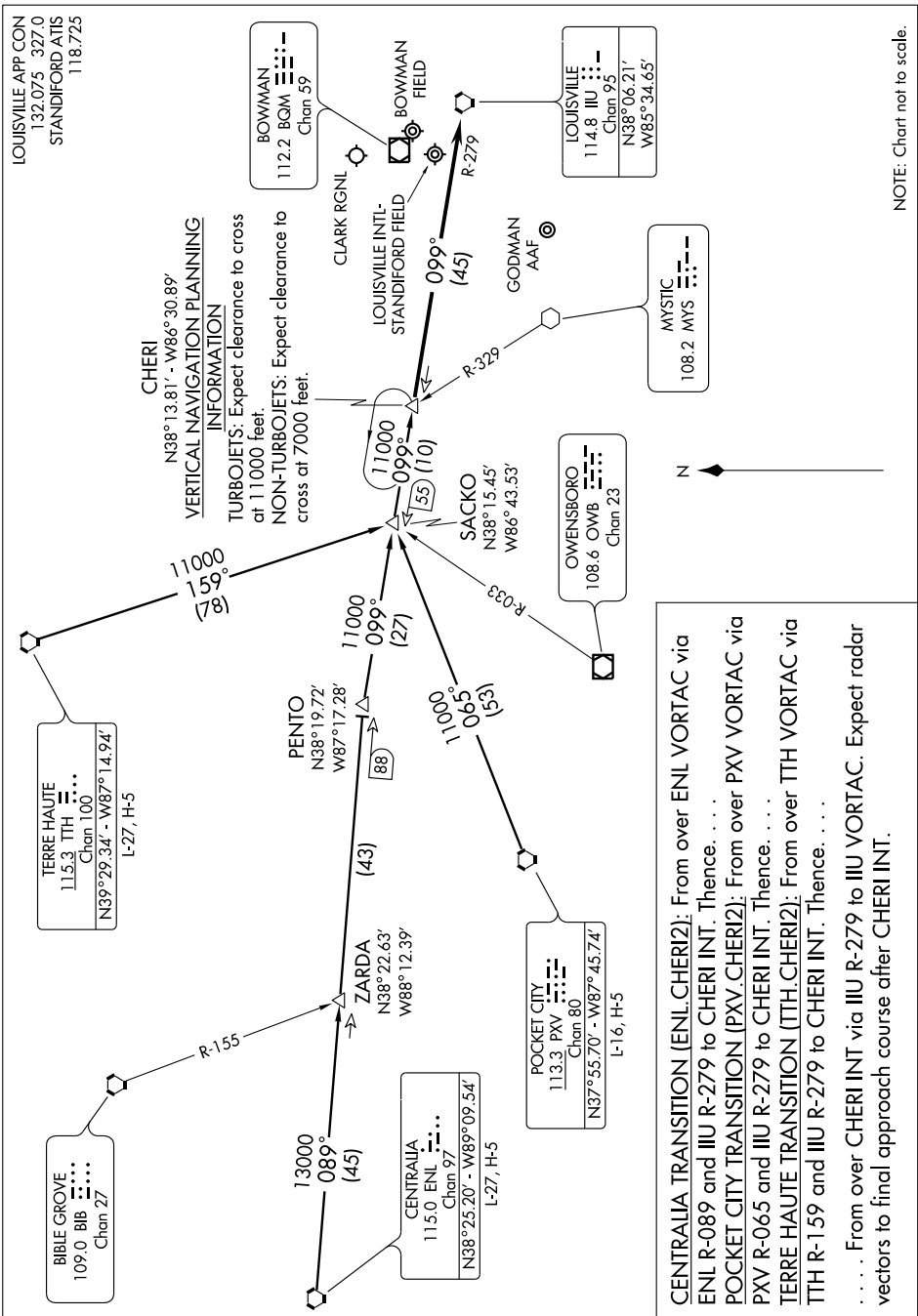
ILS 109.1 I-LKS Rwy 29. LOM LAANG NDB. LOC only. (LOC BC unusable).

ILS/DME 109.35 I-RLI Chan 30(Y) Rwy 35L. Class IIIE.

ILS/DME 111.95 I-PKI Chan 56(Y) Rwy 17L. Class IE.

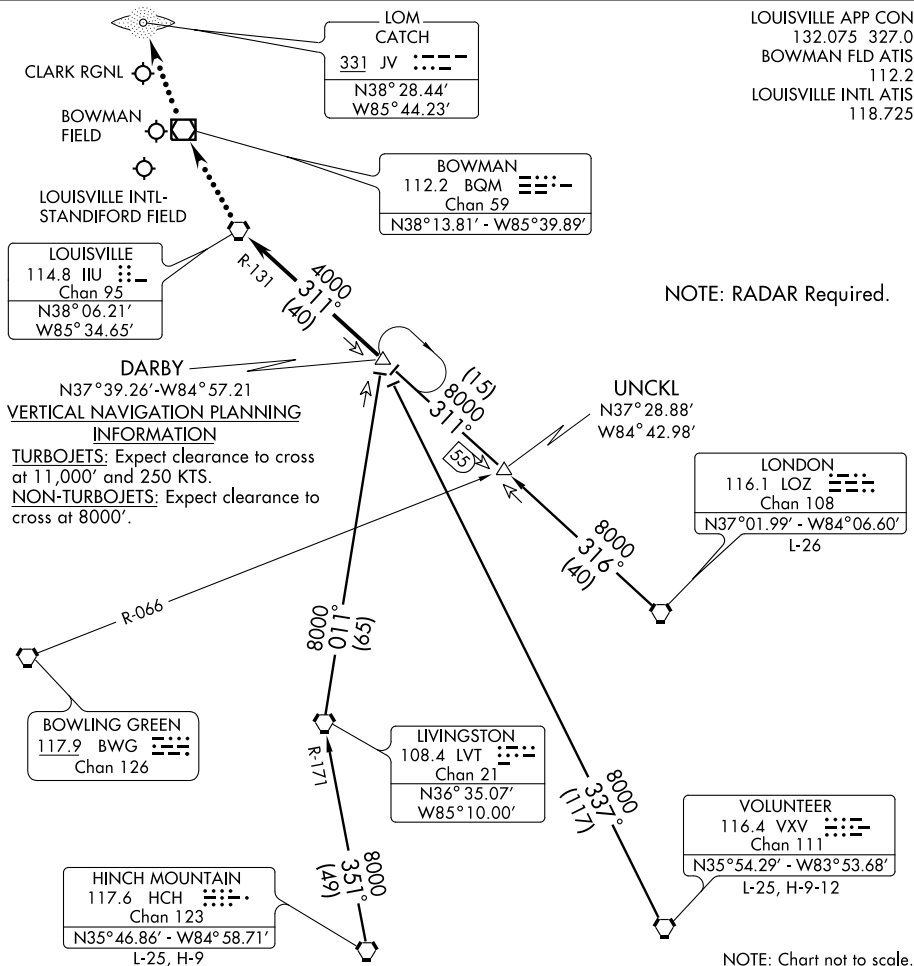
ILS/DME 110.3 I-SNU Chan 40 Rwy 17R.





DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

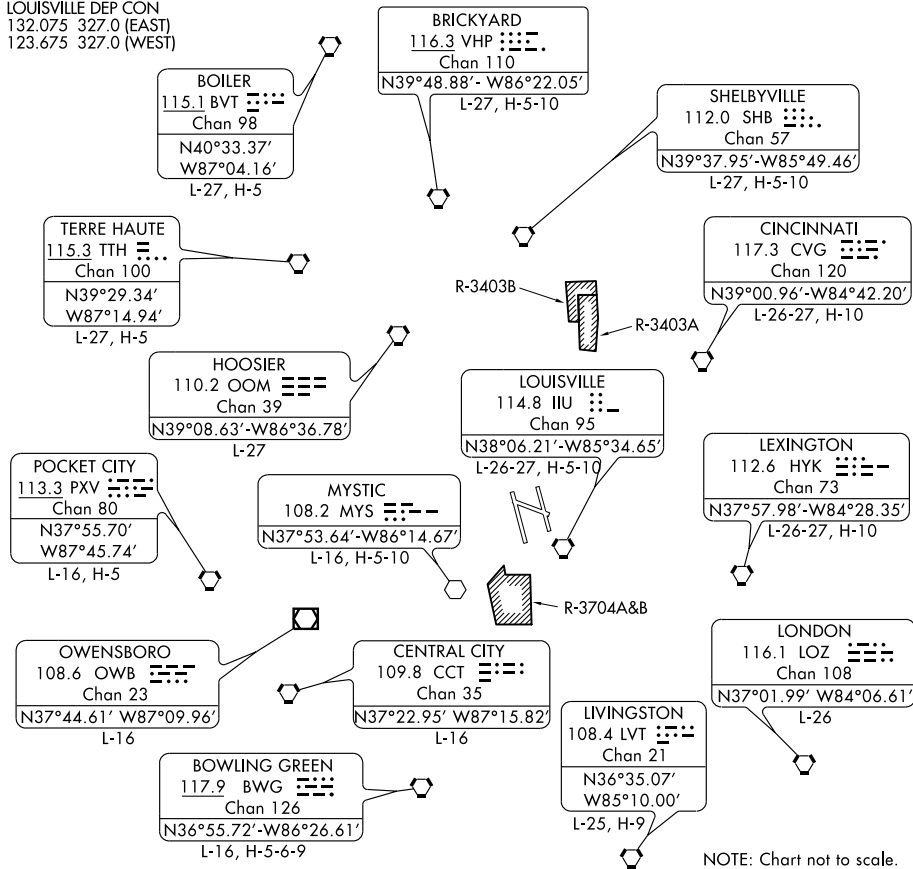
For JVV - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY

DERBY CITY ONE DEPARTURE

ATIS 118.725
CLNC DEL
126.1 275.8
LOUISVILLE DEP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)



DEPARTURE ROUTE DESCRIPTION

Climb on runway heading or as assigned for vectors to join filed route.
Maintain 5,000 feet or assigned lower altitude. Expect clearance to
requested altitude/flight level ten minutes after departure.

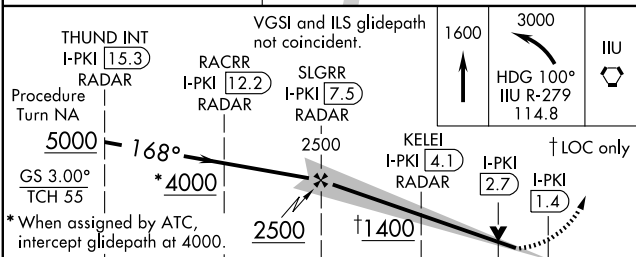
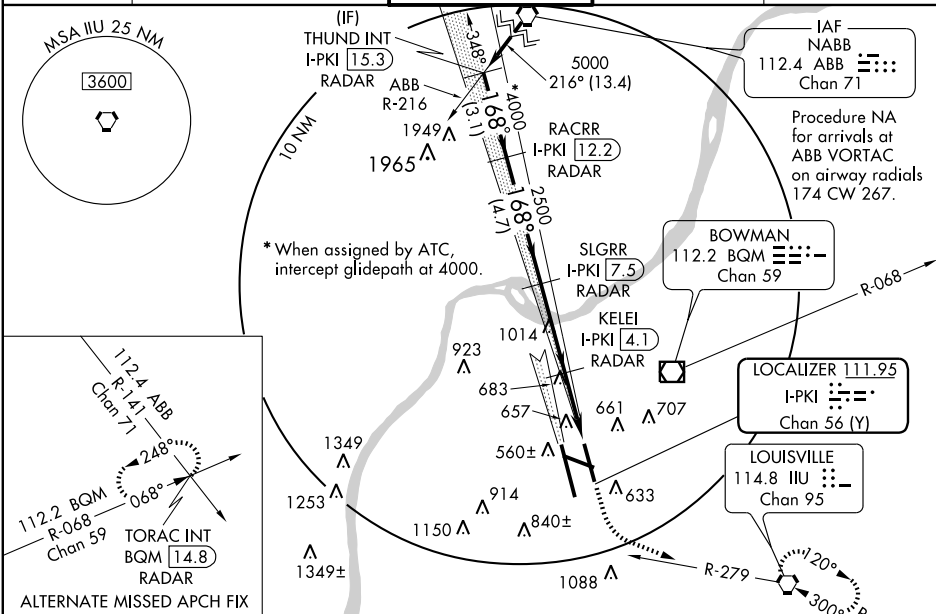
LOC/DME I-PKI 111.95 Chan 56 (Y)	APP CRS 168°	Rwy Idg TDZE Apt Elev	7800 499 501
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ILS or LOC RWY 17L

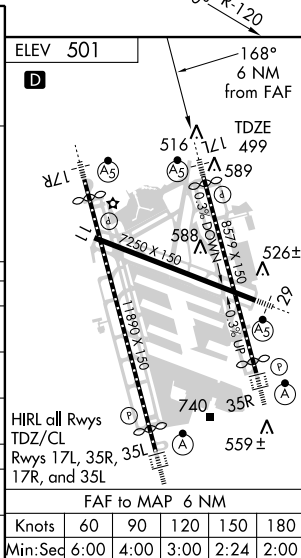
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

	DME or RADAR Required.	MAISR 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 100° and IIL R-279 to IIL VORTAC and hold, continue climb-in-hold to 3000.
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ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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CATEGORY	A	B	C	D
S-ILS 17L	699/18 200 (200-½)			
S-LOC 17L	1400/40	901 (900-¾)	1400-2¼ 901 (900-2¼)	1400-2½ 901 (900-2½)
CIRCLING	1400-1¼	899 (900-1¼)	1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
KELEI FIX MINIMUMS				
S-LOC 17L	1000/24	501 (500-½)	1000/50	501 (500-1)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)



LOC/DME I-SNU 110.3 Chan 40	APP CRS 168°	Rwy Idg TDZE 490 Apt Elev 501
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ILS or LOC RWY 17R

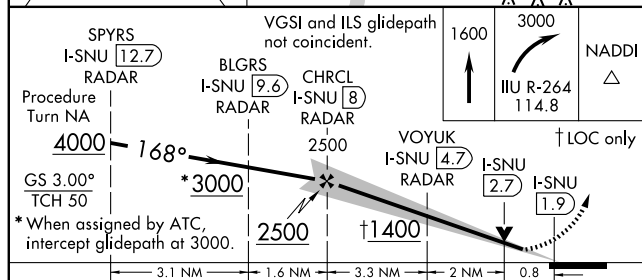
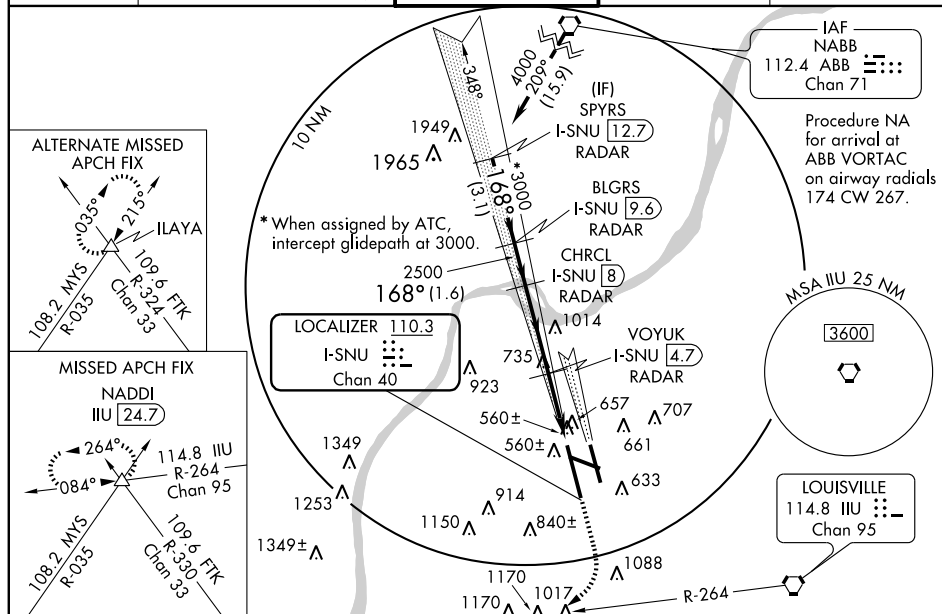
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ For inoperative MALS, increase VOYUK FIX minimums S-LOC 17R Cat. D visibility to RVR 5000. DME or RADAR Required.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

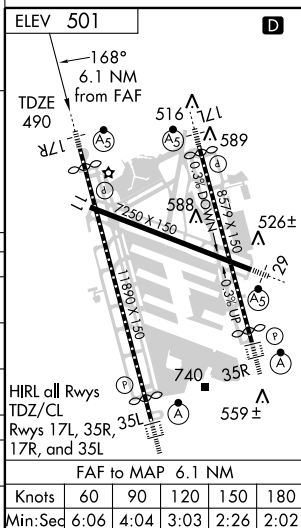


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via IIU R-264 to NADDI Int/IU 24.7 DME and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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CATEGORY	A	B	C	D
S-ILS 17R	**690/24 200 (200-½)			
S-LOC 17R	1400/40	910 (900-¾)	1400-2¼ 910 (900-2¼)	1400-2½ 910 (900-2½)
CIRCLING	1400-1¼	899 (900-1¼)	1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
VOYUK FIX MINIMUMS				
S-LOC 17R	820/24	330 (400-½)	820/40 330 (400-¾)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)



LOC/DME I-RLI	APP CRS	Rwy Idg	10000
<u>109.35</u>	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

ILS or LOC RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



MISSED APPROACH: Climb to 1 600 then climbing left turn to 3000 via heading 230° and IJU R-279 to DAMEN Int/IJU 24.5 DME and hold.

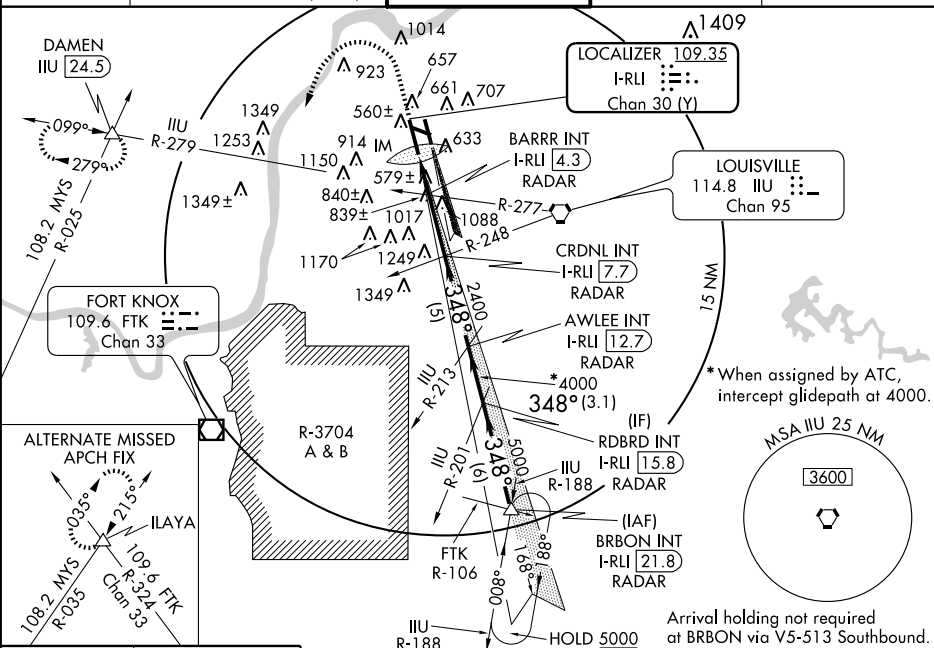
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

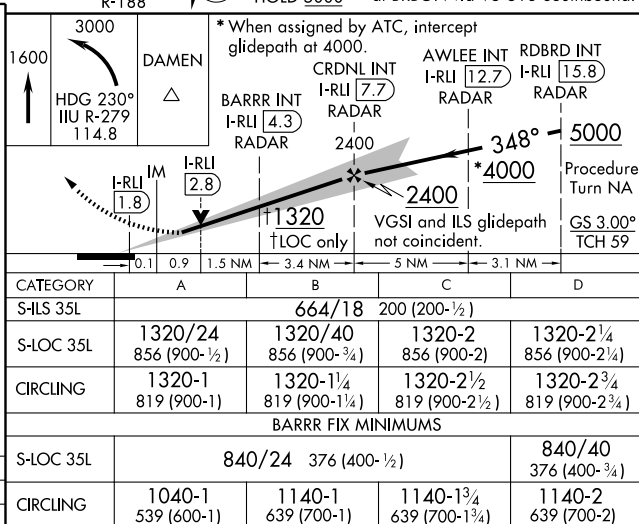
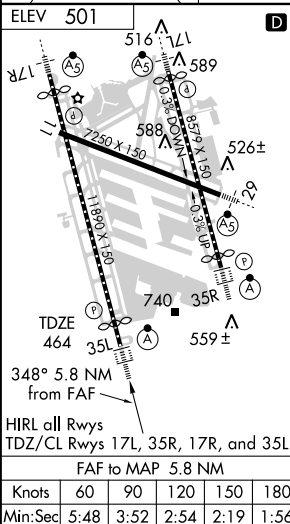
121.7 348.6

126.1 275.8



SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010



LOUISVILLE, KENTUCKY
Amdt 2 10098

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

38°10'N - 85°44'W

ILS or LOC RWY 35L

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 348°	Rwy Idg TDZE Apt Elev	7800 480 501
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ILS or LOC RWY 35R

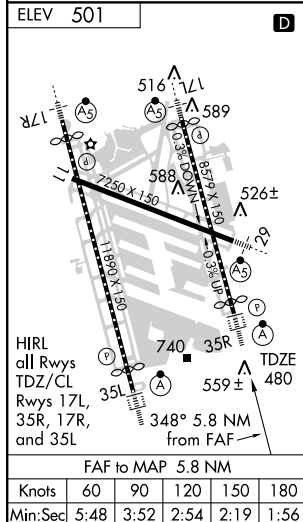
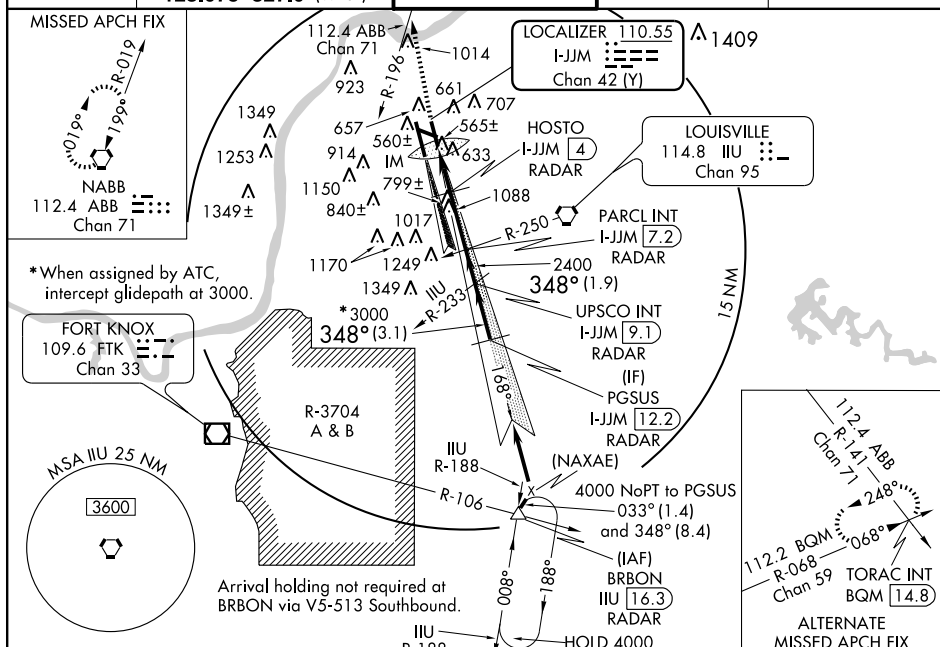
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ For inoperative ALSF-2, increase S-LOC 35R (DME MINIMUMS) Cat. D visibility to RVR 5000. DME or RADAR REQUIRED.



MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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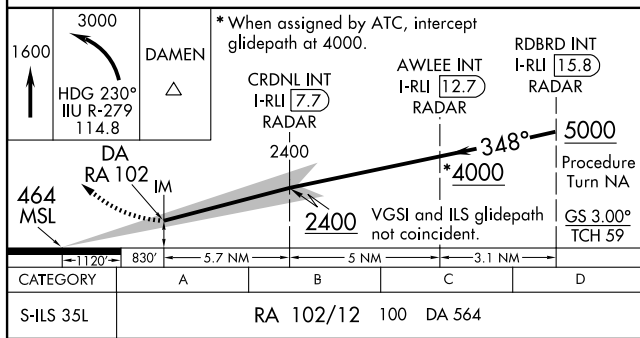
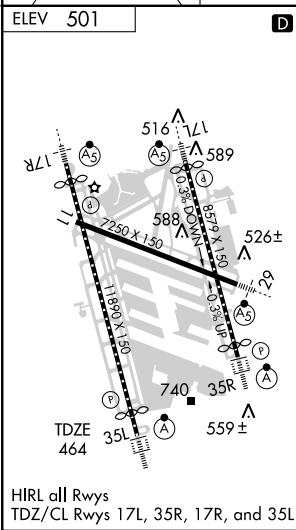
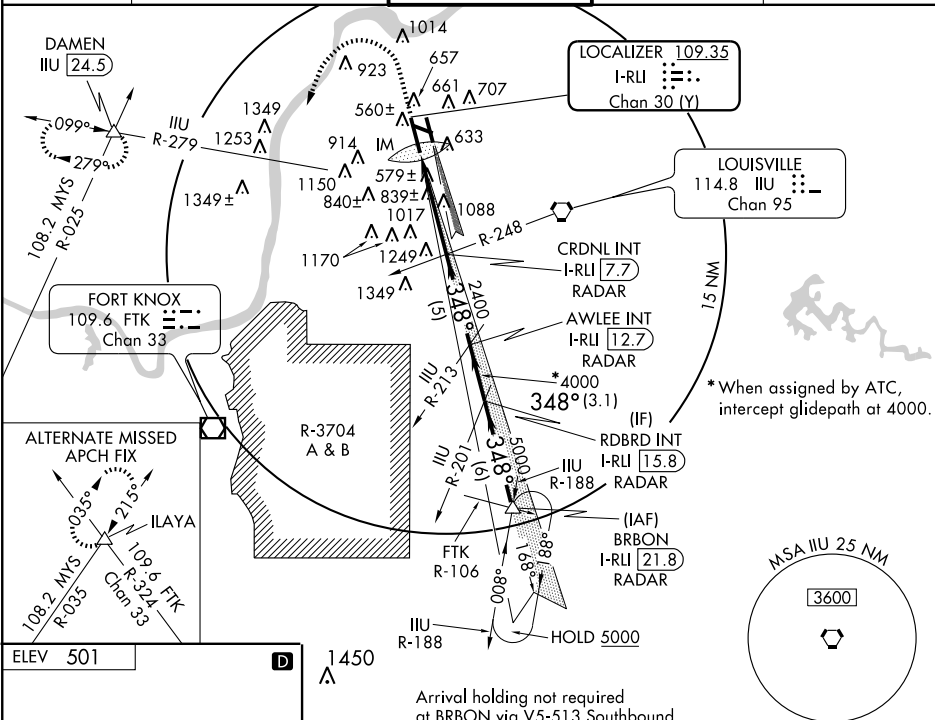
*When assigned by ATC, intercept glidepath at 3000.				
HOSTO I-JJM 4 RADAR	PARCLINT I-JJM 7.2 RADAR	UPSCO INT I-JJM 9.1 RADAR	PGSUS INT I-JJM 12.2 RADAR	4000
I-JJM 1.4	I-JJM 2.3	2400	348°	4000
VGS and ILS glidepath not coincident.				Procedure Turn NA
0.2 0.7 1.7 NM 3.2 NM 1.9 NM 3.1 NM				GS 3.00° TCH 61
CATEGORY	A	B	C	D
S-ILS 35R	680/18 200 (200-1/2)			
S-LOC 35R	1360/24 880 (900-1/2)	1360/40 880 (900-3/4)	1360-2 880 (900-2)	1360-2 1/4 880 (900-2 1/4)
CIRCLING	1360-1 859 (900-1)	1360-1 1/4 859 (900-1 1/4)	1360-2 1/2 859 (900-2 1/2)	1360-2 3/4 859 (900-2 3/4)
HOSTO FIX MINIMUMS				
S-LOC 35R	820/24 340 (400-1/2)			820/40 340 (400-3/4)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1 3/4 639 (700-1 3/4)	1140-2 639 (700-2)

LOC/DME I-RLI <u>109.35</u> Chan 30 (Y)	APP CRS 348°	Rwy Idg 10000 TDZE 464 Apt Elev 501
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ILS RWY 35L (CAT II)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and I/U R-279 to DAMEN Int/I/U 24.5 DME and hold.
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ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

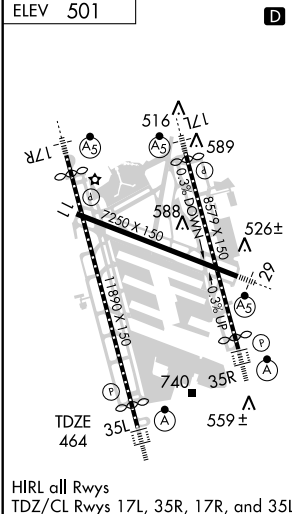
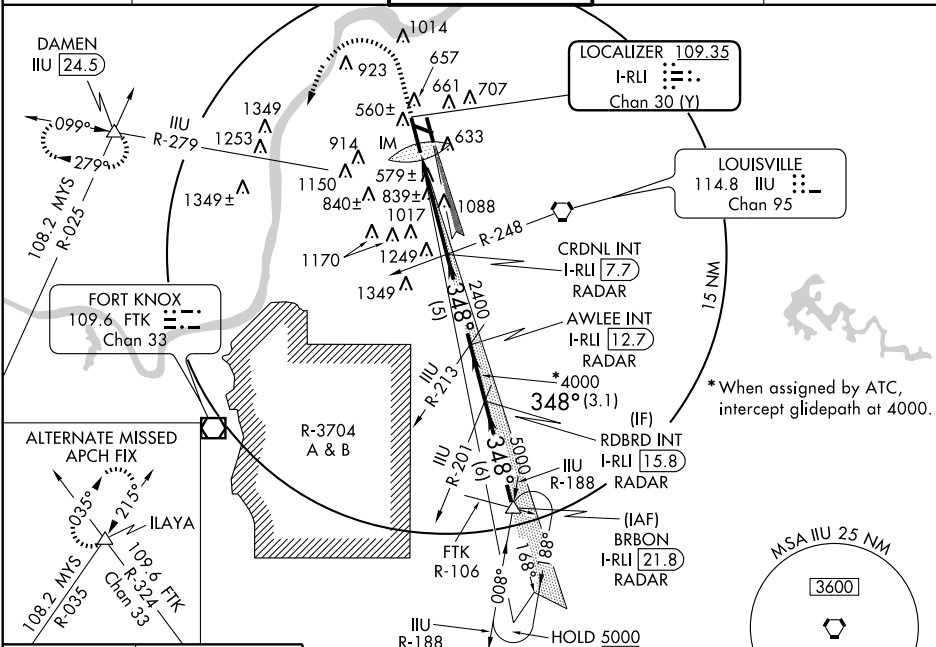
LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 348°	Rwy Idg TDZE Apt Elev	10000 464 501
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ILS RWY 35L (CAT III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

		MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and ILL R-279 to DAMEN Int/ILL 24.5 DME and hold.
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ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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Arrival holding not required at BRBON via V5-513 Southbound.	* When assigned by ATC, intercept glidepath at 4000.	RDBRD INT I-RLI 15.8 RADAR
DAMEN	CRDNL INT I-RLI 7.7 RADAR	AWLEE INT I-RLI 12.7 RADAR
1600	2400	5000
464 MSL	2400	5000
1120°	830'	5.7 NM
5.7 NM	5 NM	3.1 NM
CATEGORY	A	B
S-ILS 35L	CAT IIIa	RVR 07
S-ILS 35L	CAT IIIb	RVR 06
S-ILS 35L	CAT IIIc	NA

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 348°	Rwy Idg TDZE Apt Elev	7800 480 501
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ILS RWY 35R (CAT II)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



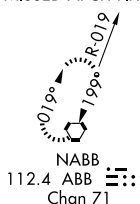
DME or RADAR REQUIRED.



MISSED APPROACH: Climb to 3000
via heading 348° and ABB VORTAC
R-196 to ABB VORTAC and hold.

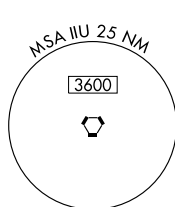
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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MISSED APCH FIX

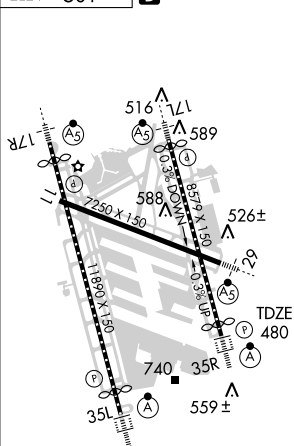


*When assigned by ATC,
intercept glidepath at 3000.

FORT KNOX
109.6 FTK
Chan 33



ELEV 501



HIRL all Rws
TDZ/CL Rws 17L, 35R, 17R, and 35L

1450

Arrival holding not required at
BRBON via V5-513 Southbound.

3000

HDG 348°

ABB R-196

112.4



*When assigned by ATC, intercept
glidepath at 3000.

PARCL INT
I-JJM [7.2]
RADAR

UPSCO INT
I-JJM [9.1]
RADAR

PGSUS INT
I-JJM [12.2]
RADAR

480

MSL

DA

RA 110

IM

2400

VGSI and ILS glidepath
not coincident.

2400

348°

*3000

Procedure
Turn NA

GS 3.00°

TCH 61

CATEGORY

S-ILS 35R

A

B

C

D

RA 110/12 100 DA 580

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

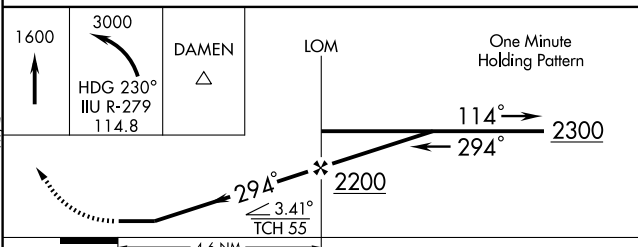
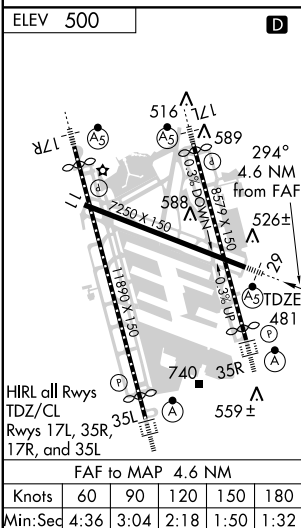
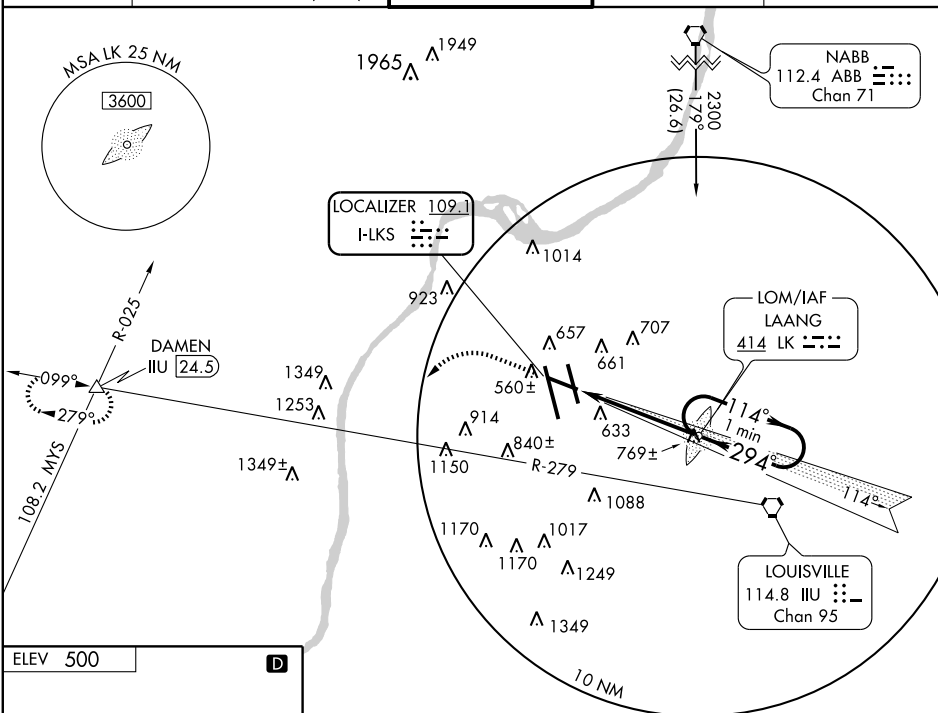
LOC I-LKS 109.1	APP CRS 294°	Rwy Idg TDZE Apt Elev	7250 481 500
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LOC RWY 29

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ADF Required.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and ILL R-279 to DAMEN Int/ILL 24.5 DME and hold.
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ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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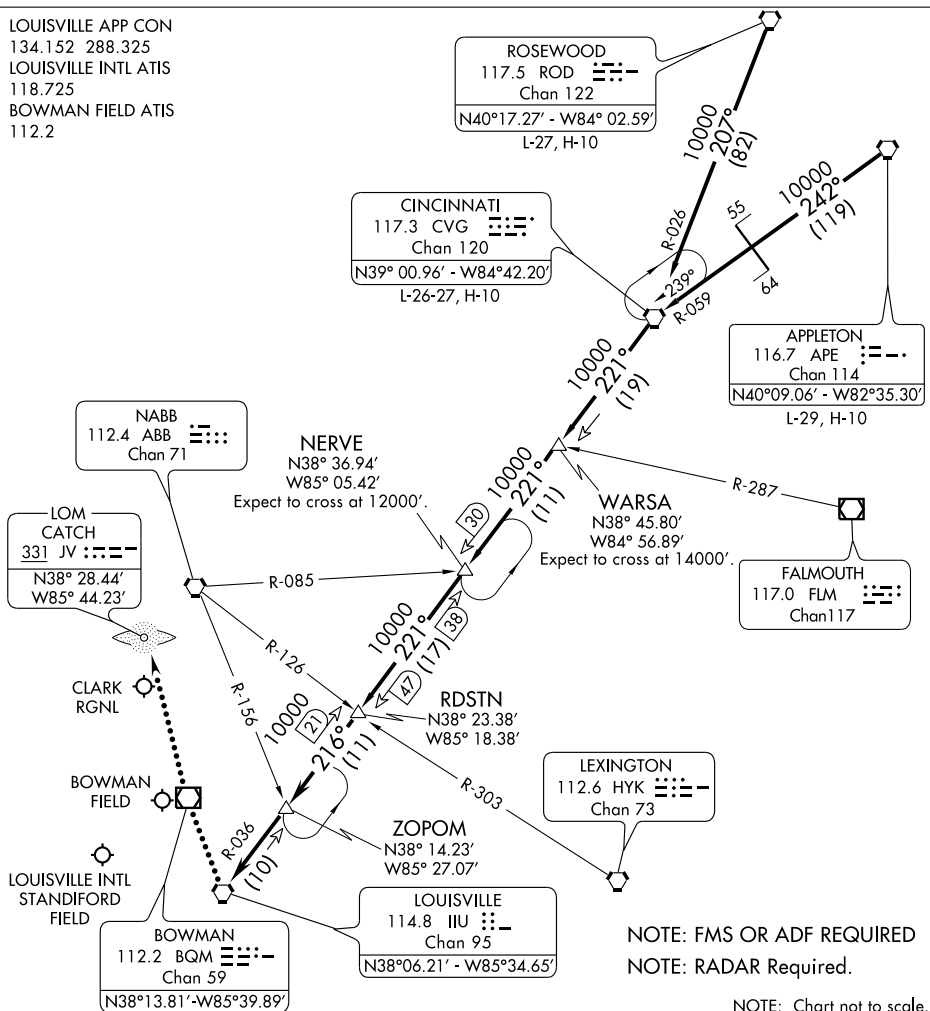


CATEGORY	A	B	C	D
S-29	980/24 499 (500-½)		980/40 499 (500-¾)	980/50 499 (500-1)
CIRCLING	1040-1 540 (600-1)	1140-1 640 (700-1)	1140-1¾ 640 (700-1¾)	1140-2 640 (700-2)

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
134.152 288.325
LOUISVILLE INTL ATIS
118.725
BOWMAN FIELD ATIS
112.2



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVV - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY

WAAS CH 90101 W17B	APP CRS 168°	Rwy Idg TDZE 7800 Apt Elev 501
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RNAV (GPS) RWY 17L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



For inoperative MALS. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH: Climb to 3000 direct MKATE and via 094° track to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

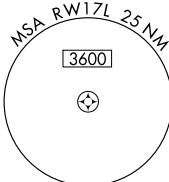
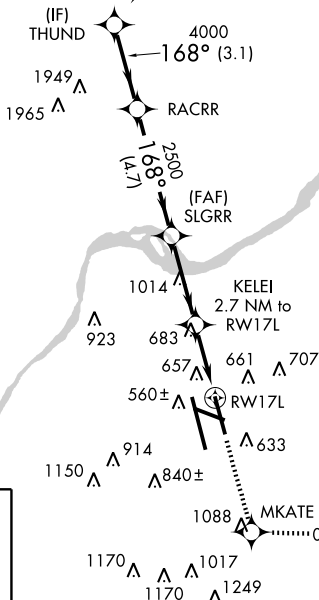
LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

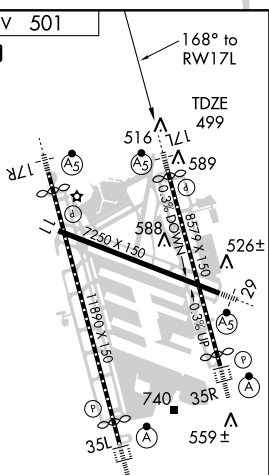
CLNC DEL
126.1 275.8

(IAF) HONOS
5000
125°
(18.1)
Procedure NA for arrivals at HONOS via V44 westbound, V171 northwest bound.

(IAF) NABB ABB
5000
220°
(13.4)
Procedure NA for arrivals at ABB VORTAC on airway radials 174 CW 267.



ELEV 501



HIRL all Rwy's
TDZ/CL Rwy's 17L, 35R, 17R, and 35L

THUND				VGS and RNAV glidepath not coincident.				3000	MKATE	094°	IIU
RACRR				SLGR				KELEI			
5000				168°				2500			
GS 3.00°				4000				2.7 NM to RW17L			
TCH 55				2500				*1.2 NM to RW17L			
Procedure Turn NA				*1400				*LNAV only.			
3.1 NM				4.7 NM				3.3 NM			
CATEGORY				A				B			
LPV DA				793/24				294 (300-½)			
LNAV/VNAV DA				943/50				444 (500-1)			
LNAV MDA				1000/24				501 (500-½)			
CIRCLING				1040-1				1140-1			
				539 (600-1)				639 (700-1)			
				1140-1 ¾				1140-2			
				639 (700-1 ¾)				639 (700-2)			

LOUISVILLE, KENTUCKY
Orig 10098

LOUISVILLE INTL-STANDIFORD FIELD (SDF)
38°10'N - 85°44'W

RNAV (GPS) RWY 17L

WAAS CH 57909 W17A	APP CRS 168°	Rwy Idg 10000 TDZE 490 Apt Elev 501
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RNAV (GPS) RWY 17R

LOUISVILLE INTL-STANDIFORD FIELD (SDF)



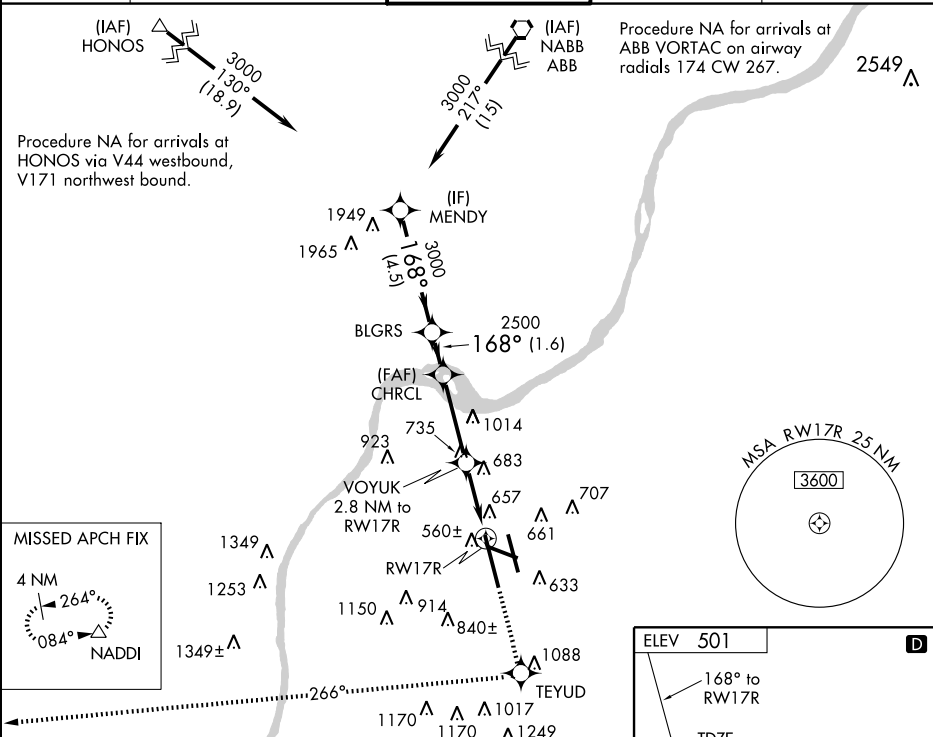
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

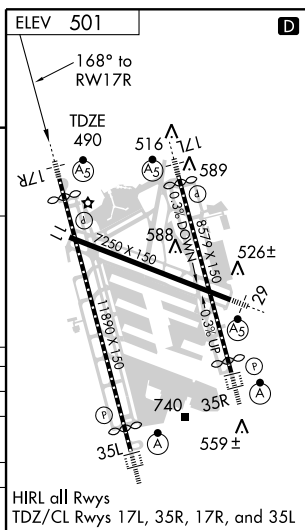


MISSED APPROACH: Climb to 3000 direct TEYUD and via 266° track to NADDI and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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Procedure Turn NA	VGSI and RNAV glidepath not coincident.	3000	TEYUD	266° TRK	NADDI
MENDY	BLGRS	CHRCL			
3000	3000	2500			
GS 3.00° TCH 50					
4.5 NM	1.6 NM	3.3 NM	1.4 NM	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA		755/24	265 (300-½)		
LNAV/VNAV DA		946/50	456 (500-1)		
LNAV MDA	1000/24	510 (500-½)	1000/50	510 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)	



WAAS CH 81801 W29A	APP CRS 294°	Rwy Idg 7250 TDZE 480 Apt Elev 501
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RNAV (GPS) RWY 29

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

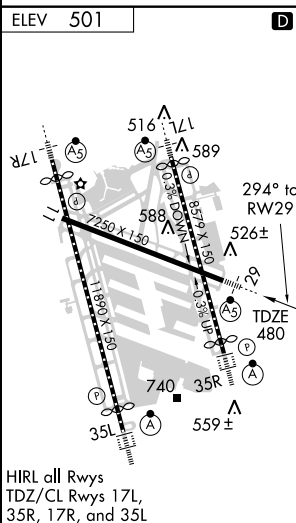
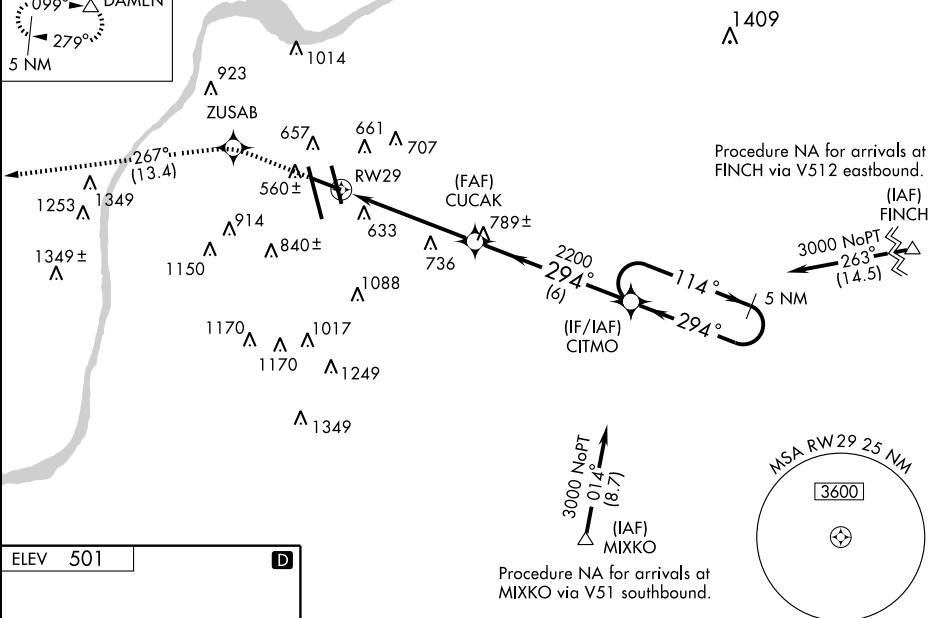
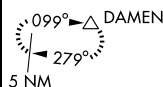
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F).
▲ If local altimeter setting not received, use Bowman Field altimeter setting.
 Baro-VNAV NA when using Bowman Field altimeter setting.
 For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.



MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8
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MISSED APCH FIX



3000	ZUSAB	TRK 267°	DAMEN	5 NM Holding Pattern
CITMO	CUCAK	294°	2200	114° 3000
1.6	3.6 NM	6 NM	GS 3.00° TCH 55	
CATEGORY	A	B	C	D
LPV DA	773/24	293 (300-1/2)		
LNAV/VNAV DA	917/50	437 (500-1)		
LNAV MDA	1040/24	560 (600-1/2)	1040/50 560 (600-1)	1040/60 560 (600-1 1/4)
CIRCLING	1040-1 1/2 539 (600-1 1/2)	1160-1 1/2 659 (700-1 1/2)	1160-1 3/4 659 (700-1 3/4)	1180-2 1/4 679 (700-2 1/4)

WAAS CH 70709 W35D	APP CRS 348°	Rwy Idg 7800 TDZE 480 Apt Elev 501
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RNAV (GPS) RWY 35R

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct WOGON and via 015° track to ABB VORTAC and hold.

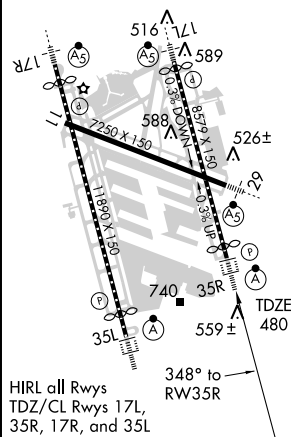
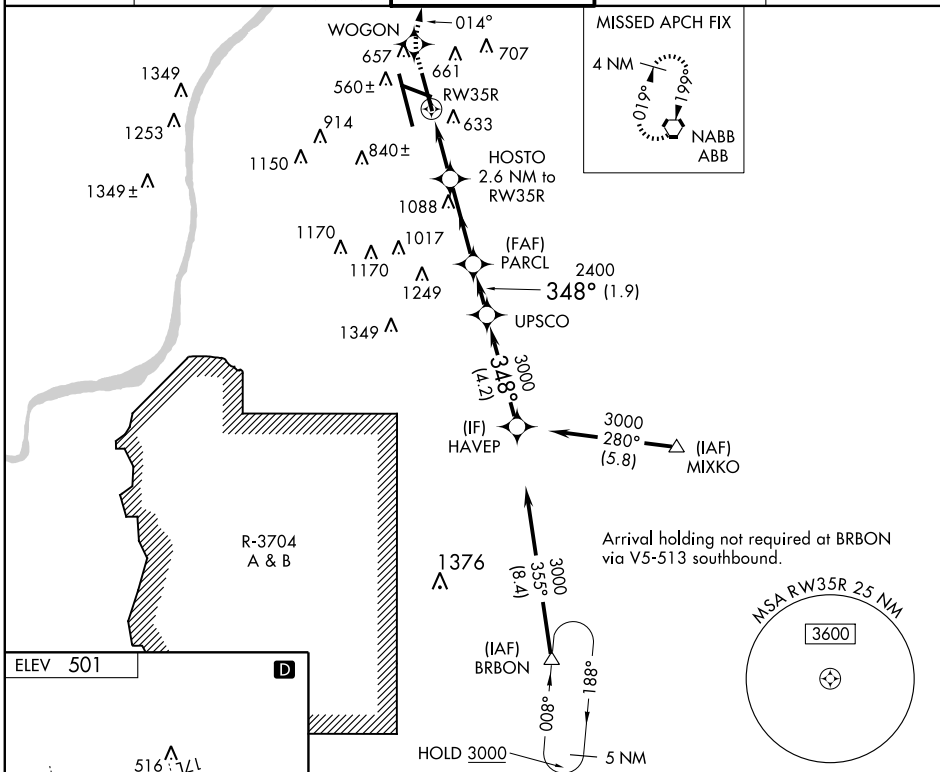
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

CLNC DEL
126.1 275.8



3000 ↑	WOGON ✱	015° TRK	ABB ⬡	VGS1 and RNAV glidepath not coincident. UPSCO		HAVEP	
*LNAV only.		*1.4 NM to RW35R		HOSTO 2.6 NM to RW35R		PARCL 348° 3000	
RW35R		*1360		2400		GS 3.00° TCH 61	
1.4		1.2 NM		3.2 NM		1.9 NM	
4.2 NM							
CATEGORY	A		B		C		D
LPV DA			680/24		200 (200-½)		
LNAV/VNAV DA			990/60		510 (500-1¼)		
LNAV MDA	1000/24		520 (500-½)		1000/50 520 (500-1)		1000/60 520 (500-1¼)
CIRCLING	1040-1 539 (600-1)		1140-1 639 (700-1)		1140-1¾ 639 (700-1¾)		1140-2 639 (700-2)

LOUISVILLE, KENTUCKY
Orig-A 21OCT10

LOUISVILLE INTL-STANDIFORD FIELD (SDF)
38°10'N - 85°44'W **RNAV (GPS) RWY 35R**



SE-1. 21 OCT 2010 to 18 NOV 2010

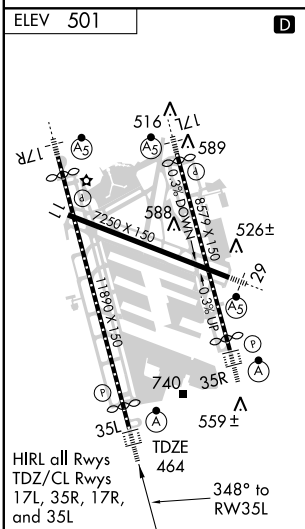
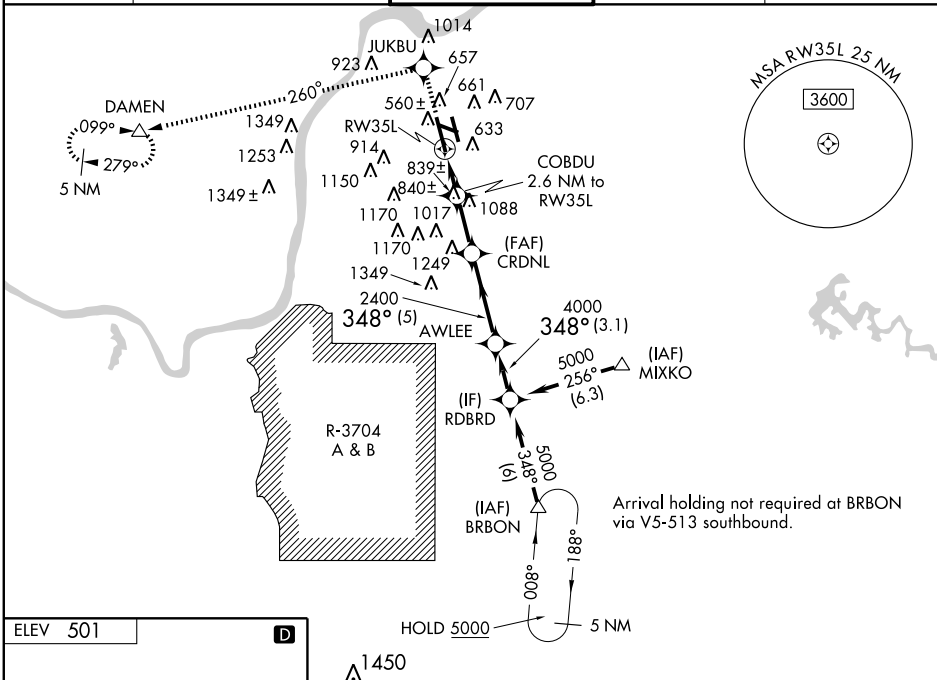
SE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86203 W35A	APP CRS 348°	Rwy Idg 10000 TDZE 464 Apt Elev 501
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RNAV (GPS) Y RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

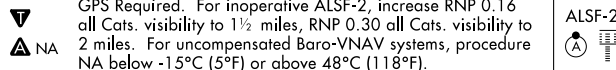
	Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.			ALSIF-2 	MISSED APPROACH: Climb to 3000 direct JUKBU and via 260° track to DAMEN and hold.
	ATIS 118.725	LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST)	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8



ELEV 501	D	HOLD 5000			
3000	JUKBU	TRK 260°	DAMEN	VGSI and RNAV glidepath not coincident.	
* LNAV only		COBDU 2.6 NM to RW35L	CRDNL	AWLEE	RDBRD
RW35L		* 1.5 NM to RW35L	* 1340	2400	5000
1.5		1.1	3.2 NM	5 NM	3.1 NM
CATEGORY	A	B	C	D	
LPV DA	714/24		250 (300-½)		
LNAV/VNAV DA	1648-5		1184 (1200-5)		
LNAV MDA	1000/24	536 (500-½)	1000/50	536 (500-1)	1000/60
CIRCLING	1040-1	1140-1	1140-1¾	1140-2	639 (700-2)
	539 (600-1)	639 (700-1)	639 (700-1¾)	639 (700-2)	

APP CRS	Rwy Idg	10000
348°	TDZE	464
	Apt Elev	501

RNAV (RNP) Z RWY 35L
LOUISVILLE INTL-STANDIFORD FIELD (SDF)



MISSED APPROACH: Climb to 3000 direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.

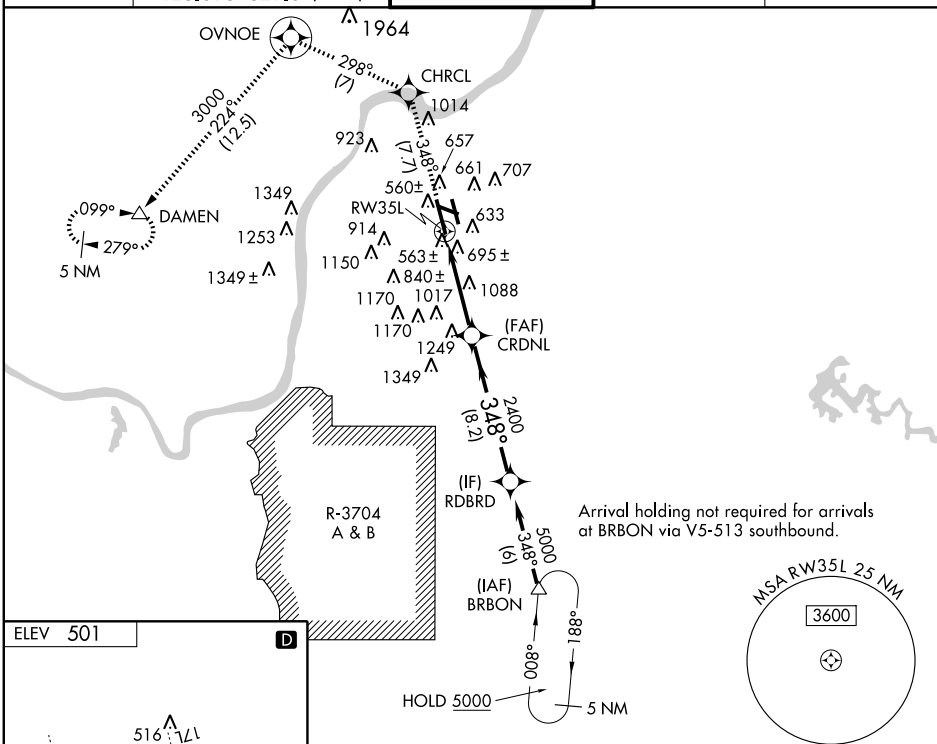
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

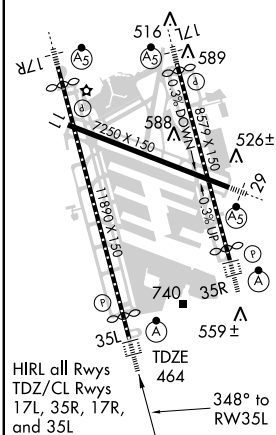
GND CON
121.7 348.6

CLNC DEL
126.1 275.8



ELEV 501

D



3000 ↑	CHRC L	TRK 298°	OVNOE	TRK 224°	DAMEN △	VGSI and RNAV glidepath not coincident.	RDBRD
							5000 Procedure Turn NA GP 3.00° TCH 59
CATEGORY	A		B		C		D
RNP 0.16 DA			905/50		441 (500-1)		
RNP 0.30 DA			1057-1½		593 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

LOUISVILLE, KENTUCKY
Orig 10098

38°10'N - 85°44'W

LOUISVILLE INTL-STANDIFORD FIELD (SDF)
RNAV (RNP) Z RWY 35L

SE-1. 21 OCT 2010 to 18 NOV 2010

MADISONVILLE MUNI (2IØ) 5 NE UTC-6(-5DT) N37°21.36' W87°23.89'

CINCINNATI

439 B FUEL 100, JET A+ OX 3 NOTAM FILE LOU

H-5E, L-161

RWY 05-23: H6050X100 (ASPH) S-75, D-130 HIRL 0.5% up SW

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0°TCH 33'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun; and holidays 1400-2300Z†. PAPI Rwy 05 and Rwy 23 on continuous.

HIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE

REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.475 (270) 821-4554.

COMMUNICATIONS: CTAF/UNICOM 122.7

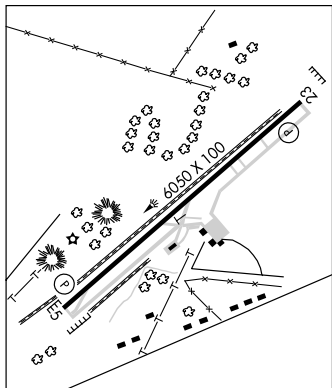
Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†) CLNC DEL 120.1

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 257° 6.6 NM to fld. 450/01W.

**MARION-CRITTENDEN CO** (5M9) 1 SW UTC-6(-5DT) N37°20.18' W88°06.58'

ST LOUIS

650 B FUEL 100LL, JET A+ NOTAM FILE LOU

L-161

RWY 07-25: H4400X75 (ASPH) MIRL 0.5% up W

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. Ctc arpt manager for current rwy conditions 270-965-4242. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 057° 40.0 NM to fld. 480/03E.

MAYFIELD GRAVES CO (M25) 3 NE UTC-6(-5DT) N36°46.18' W88°35.08'

ST LOUIS

523 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-6J, L-161

RWY 18-36: H5001X100 (ASPH) S-30 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and PAPI Rwy 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (270) 247-2094.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

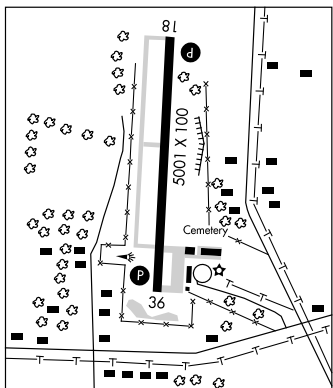
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 137° 18.8 NM to fld. 480/03E.

NDB (MHW) 401 GKG N36°41.46' W88°35.54' 005° 4.6 NM

to fld. NOTAM FILE LOU. Unmonitored.

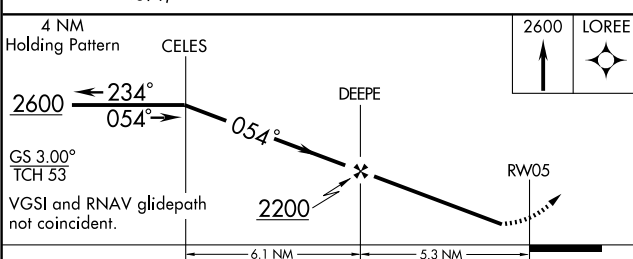
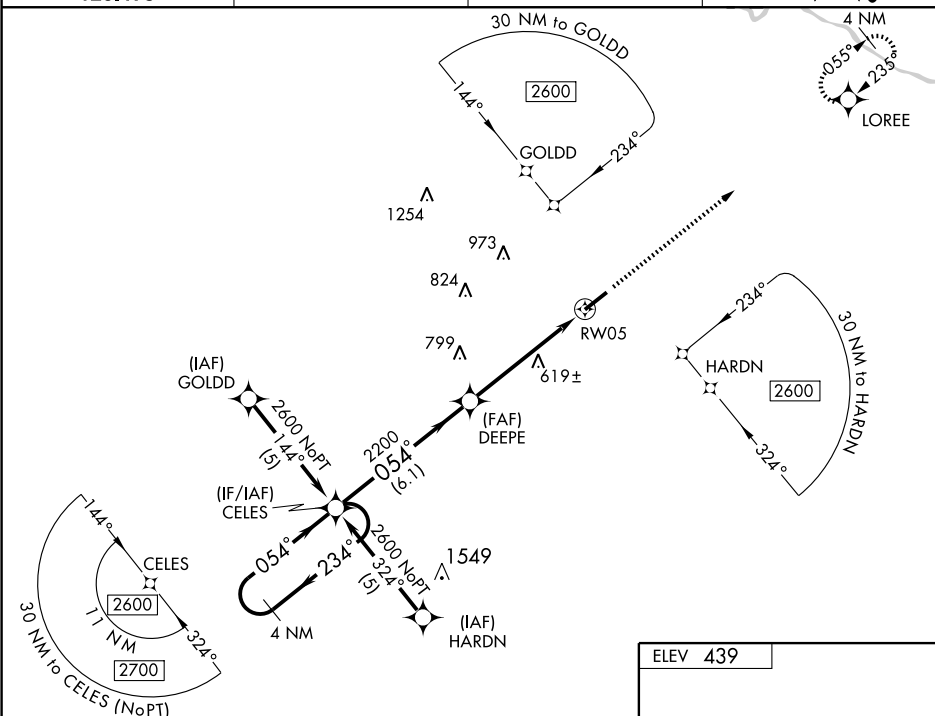


WAAS CH 82512 W05A	APP CRS 054°	Rwy Idg TDZE Apt Elev	6050 439 439
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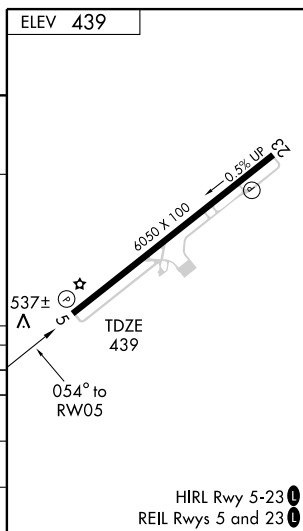
RNAV (GPS) RWY 5

MADISONVILLE MUNI (2I0)

<p>▼ ▲ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA 99 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile. Baro VNAV NA when using Evansville Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2600 direct LOREE and hold.</p>
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AWOS-3
126.475EVANSVILLE APP CON ★
126.4 226.4CLNC DEL
120.1UNICOM
122.7 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA		775-1¼	336 (400-1¼)	
LNAV/VNAV DA		807-1¼	368 (400-1¼)	
LNAV MDA	880-1	441 (500-1)	880-1¼	880-1½
	441 (500-1)	461 (500-1)	441 (500-1¼)	441 (500-1½)
CIRCLING	880-1	900-1	900-1½	1000-2
	441 (500-1)	461 (500-1)	461 (500-1½)	561 (600-2)



VORTAC CCT 109.8 Chan 35	APP CRS 259°	Rwy Idg TDZE Apt Elev 6050 418 439
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VOR RWY 23

MADISONVILLE MUNI (2I0)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile.

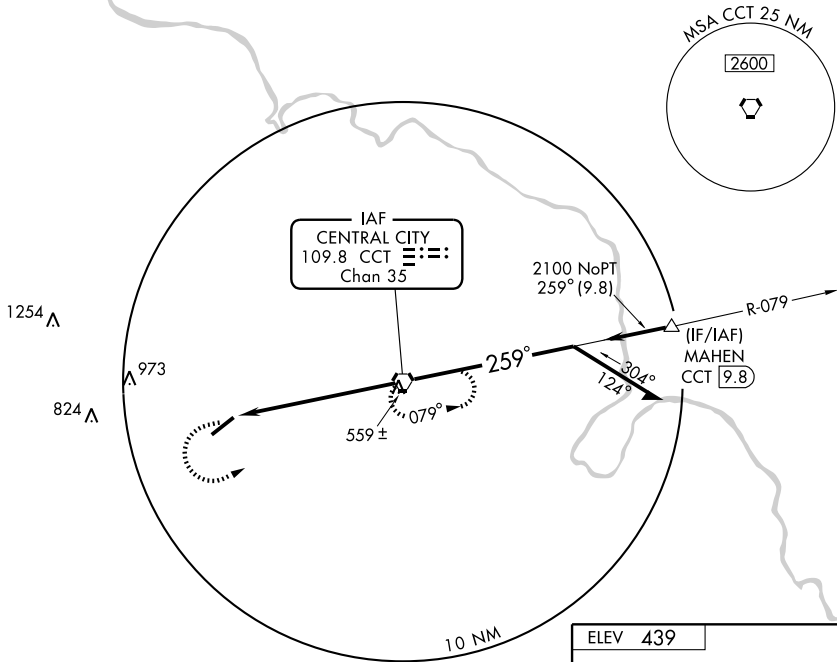
MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

AWOS-3
126.475

EVANSVILLE APP CON ★
126.4 226.4

CLNC DEL
120.1

UNICOM
122.7 (CTAF) 0



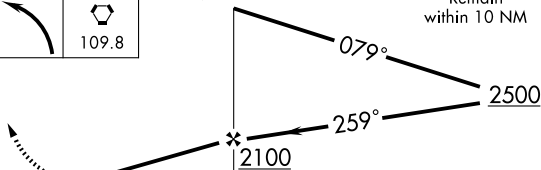
2000
↑

2500
↘

CCT
109.8

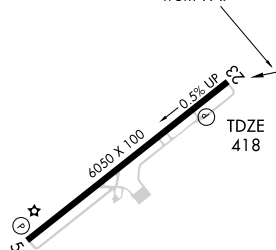
VORTAC

Remain
within 10 NM



ELEV 439

259° 6.2 NM
from FAF



HIRL Rwy 5-23

REIL Rwy 5 and 23

CATEGORY	A	B	C	D
S-23	820-1	402 (400-1)	820-1¼	402 (400-1¼)
CIRCUING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

MADISONVILLE MUNI (2IØ) 5 NE UTC-6(-5DT) N37°21.36' W87°23.89'

CINCINNATI

439 B FUEL 100, JET A+ OX 3 NOTAM FILE LOU

H-5E, L-161

RWY 05-23: H6050X100 (ASPH) S-75, D-130 HIRL 0.5% up SW

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0°TCH 33'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0°TCH 45'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun; and holidays 1400-2300Z†. PAPI Rwy 05 and Rwy 23 on continuous. HIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23—CTAF.

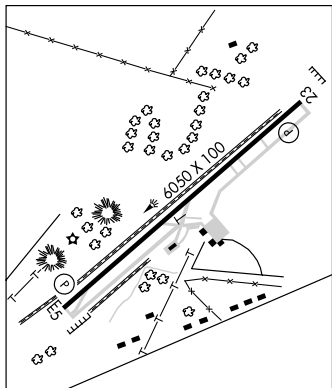
WEATHER DATA SOURCES: AWOS-3 126.475 (270) 821-4554.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†) CLNC DEL 120.1

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'
W87°15.82' 257° 6.6 NM to fld. 450/01W.

**MARION-CRITTENDEN CO** (5M9) 1 SW UTC-6(-5DT) N37°20.18' W88°06.58'

ST LOUIS

650 B FUEL 100LL, JET A+ NOTAM FILE LOU

L-161

RWY 07-25: H4400X75 (ASPH) MIRL 0.5% up W

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. Ctc arpt manager for current rwy conditions 270-965-4242. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 057° 40.0 NM to fld. 480/03E.

MAYFIELD GRAVES CO (M25) 3 NE UTC-6(-5DT) N36°46.18' W88°35.08'

ST LOUIS

523 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-6J, L-161

RWY 18-36: H5001X100 (ASPH) S-30 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. ACTIVATE MIRL Rwy 18-36, REIL and PAPI Rws 18 and 36—CTAF.

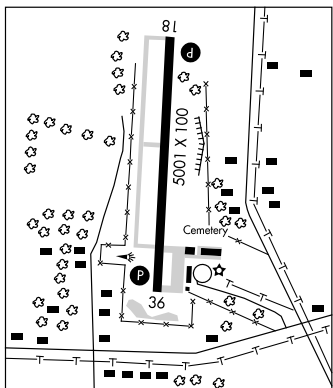
WEATHER DATA SOURCES: AWOS-3 120.625 (270) 247-2094.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'
W88°50.22' 137° 18.8 NM to fld. 480/03E.

NDB (MHW) 401 GKG N36°41.46' W88°35.54' 005° 4.6 NM
to fld. NOTAM FILE LOU. Unmonitored.



APP CRS **068°**
 Rwy Ldg **4400**
 TDZE **650**
 Apt Elev **652**

RNAV (GPS) RWY 7

MARION-CRITTENDEN COUNTY (5M9)

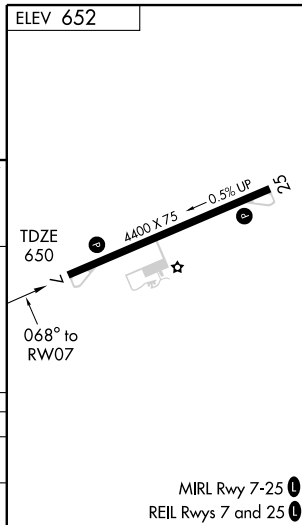
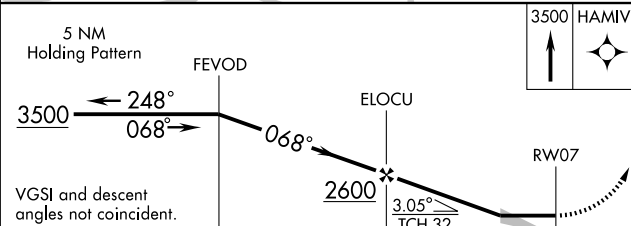
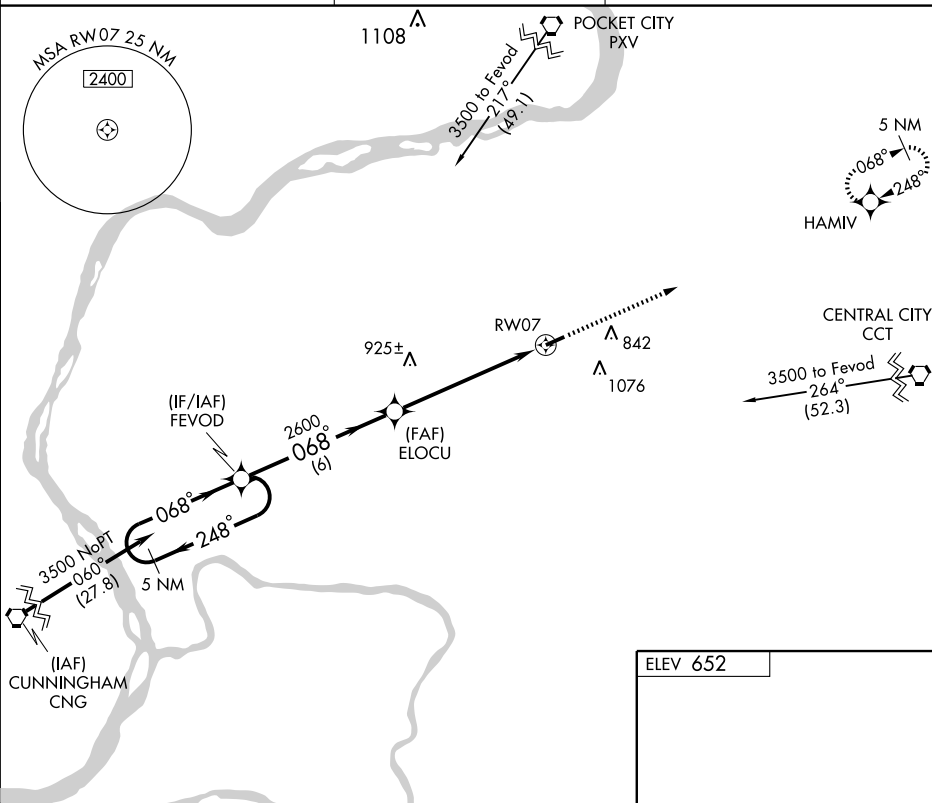
NA DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

STURGIS MUNI AWOS-3
118.775

MEMPHIS CENTER
133.65 292.15

CTAF
122.9



CATEGORY	A	B	C	D
RNAV MDA	1160-1	510 (600-1)	1160-1½	510 (600-1½)
CIRCLING	1200-1	548 (600-1)	1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

APP CRS	Rwy Idg	4400
248°	TDZE	643
	Apt Elev	652

RNAV (GPS) RWY 25

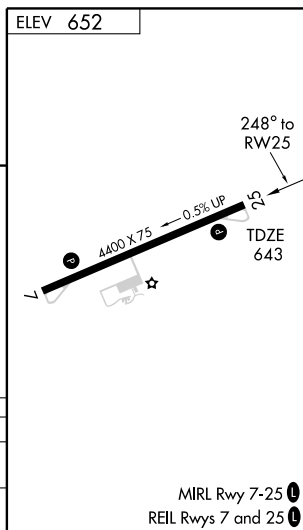
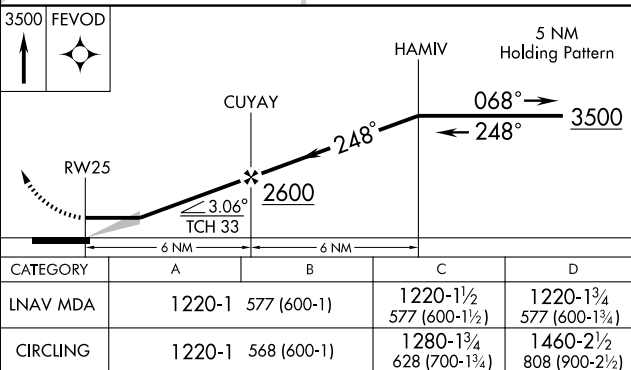
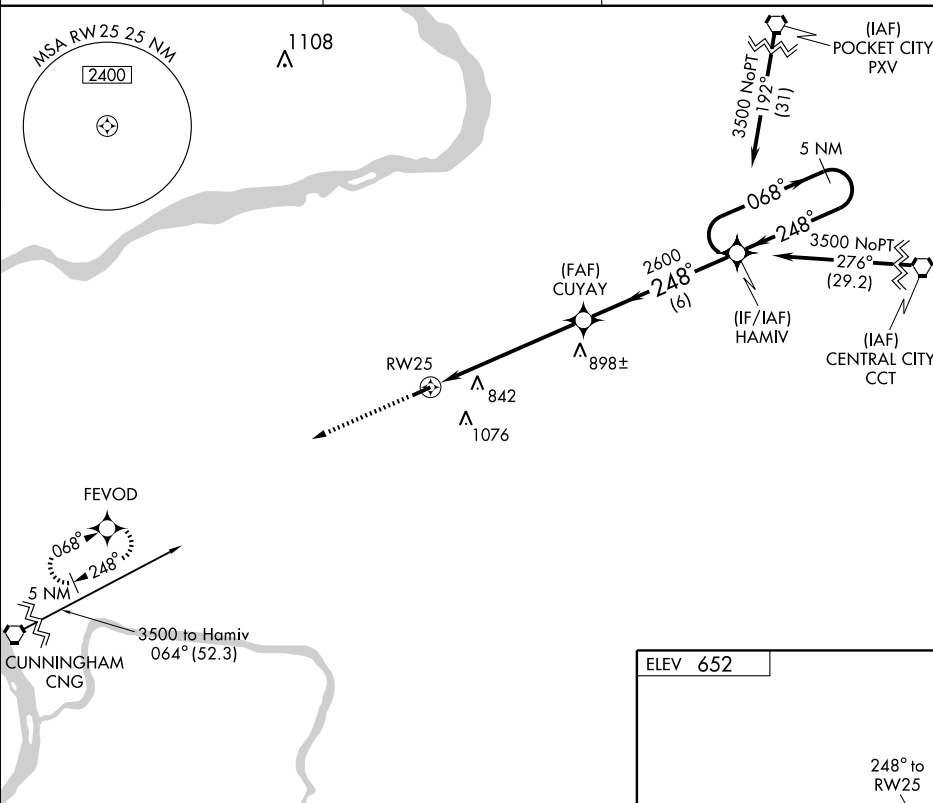
MARION-CRITTENDEN COUNTY (5M9)

NA DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 3500 direct FEVOD and hold.
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STURGIS MUNI AWOS-3
118.775

MEMPHIS CENTER
133.65 292.15

CTAF
122.9



MADISONVILLE MUNI (2IØ) 5 NE UTC-6(-5DT) N37°21.36' W87°23.89'

CINCINNATI

439 B FUEL 100, JET A+ OX 3 NOTAM FILE LOU

H-5E, L-161

RWY 05-23: H6050X100 (ASPH) S-75, D-130 HIRL 0.5% up SW

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun; and holidays 1400-2300Z†. PAPI Rwy 05 and Rwy 23 on continuous.

HIRL Rwy 05-23 preset low ints, to increase ints and ACTIVATE

REIL Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.475 (270) 821-4554.

COMMUNICATIONS: CTAF/UNICOM 122.7

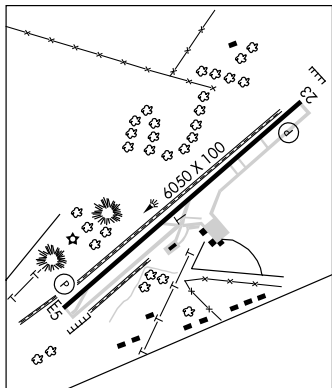
Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†) CLNC DEL 120.1

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 257° 6.6 NM to fld. 450/01W.

**MARION-CRITTENDEN CO** (5M9) 1 SW UTC-6(-5DT) N37°20.18' W88°06.58'

ST LOUIS

650 B FUEL 100LL, JET A+ NOTAM FILE LOU

L-161

RWY 07-25: H4400X75 (ASPH) MIRL 0.5% up W

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. Ctc arpt manager for current rwy conditions 270-965-4242. ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.22' 057° 40.0 NM to fld. 480/03E.

MAYFIELD GRAVES CO (M25) 3 NE UTC-6(-5DT) N36°46.18' W88°35.08'

ST LOUIS

523 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-6J, L-161

RWY 18-36: H5001X100 (ASPH) S-30 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1400Z†-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and PAPI Rws 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (270) 247-2094.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

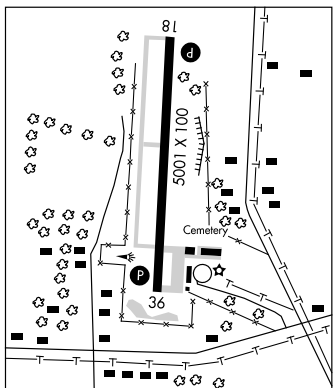
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 137° 18.8 NM to fld. 480/03E.

NDB (MHW) 401 GKG N36°41.46' W88°35.54' 005° 4.6 NM

to fld. NOTAM FILE LOU. Unmonitored.



NDB GKG 401	APP CRS 004°	Rwy Idg TDZE Apt Elev	5001 522 522
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NDB RWY 36

MAYFIELD GRAVES COUNTY (M25)

▽ If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

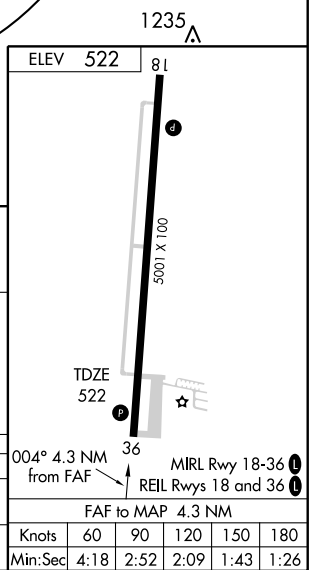
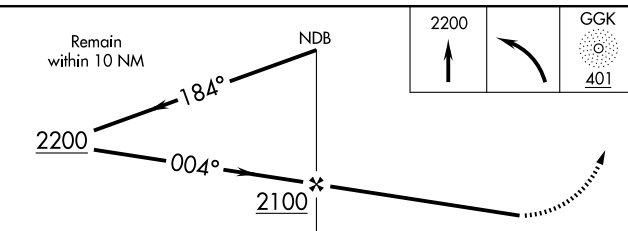
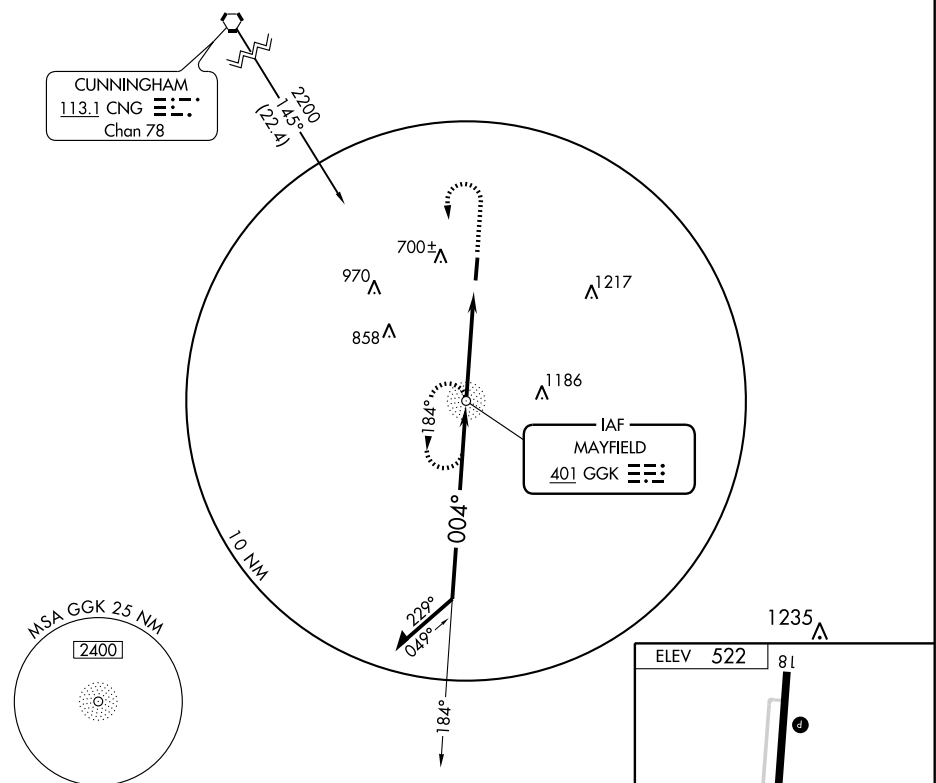
△ NA

MISSED APPROACH: Climb to 2200 then left turn direct GKG NDB and hold.

AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1060-1¾ 538 (600-1¾)
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

APP CRS **184°**
Rwy Idg **5001**
TDZE **523**
Apt Elev **523**

RNAV (GPS) RWY 18

MAYFIELD GRAVES COUNTY (M25)

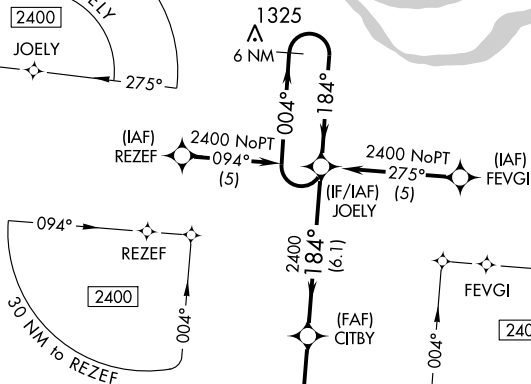
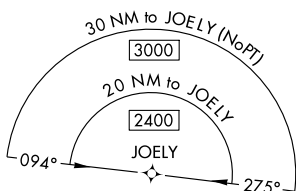
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct LUXON and hold.

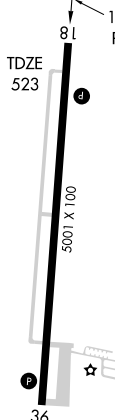
AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

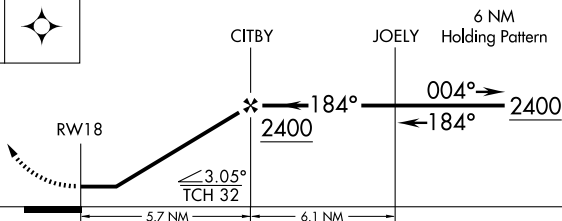
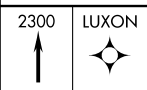
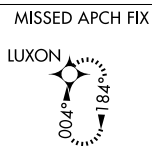
UNICOM
122.8 (CTAF) 0



ELEV **523**



MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**



CATEGORY	A	B	C	D
LNAV MDA	880-1	357 (400-1)		880-1½ 357 (400-1½)
CIRCLING	1060-1	537 (600-1)	1060-1½ 537 (600-1½)	1080-2 557 (600-2)

APP CRS
004°

Rwy Idg **5001**
TDZE **523**
Apt Elev **523**

RNAV (GPS) RWY 36
MAYFIELD GRAVES COUNTY (M25)

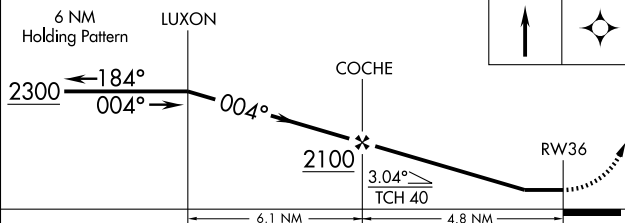
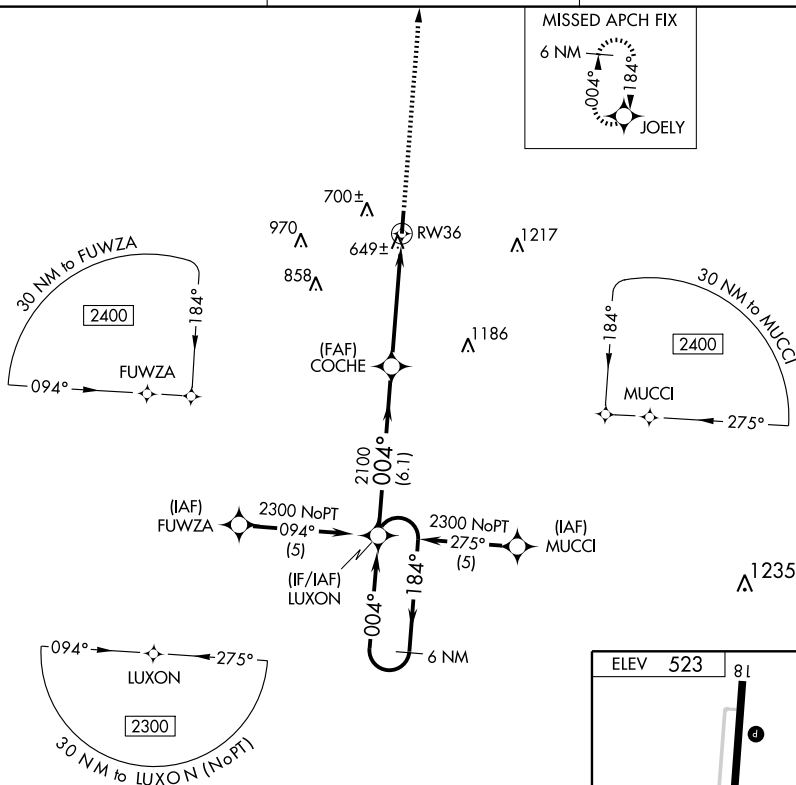
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

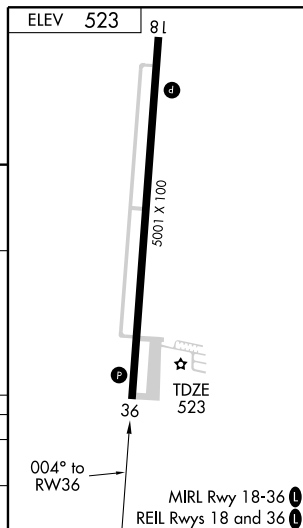
AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	980-1	457 (500-1)	980-1½ 457 (500-1½)	980-1½ 457 (500-1½)
CIRCLING	1060-1	537 (600-1)	1060-1½ 537 (600-1½)	1080-2 557 (600-2)



VORTAC CNG 113.1 Chan 78	APP CRS 137°	Rwy Idg TDZE Apt Elev	N/A N/A 523
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VOR/DME-A

MAYFIELD GRAVES COUNTY (M25)



When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 via CNG VORTAC R-137 to IUFO 7.9 DME and hold.

AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0

2000

Procedure NA for arrivals at CNG VORTAC on V67 Northwest bound.

IAF
CUNNINGHAM
113.1 CNG Chan 78

MSA CNG 25 NM

3000



(IF)
IUFO
CNG **7.9**

KLANN
CNG **14**

MADLT
CNG **18.5**

ELEV **523**

81

1001 X 1005

137° 4.5 NM
from FAF

36

MIRL Rwy 18-36 **0**

REIL Rwy 18 and 36 **0**

IUFO
CNG **7.9**

Procedure Turn
NA

2100 — 137° — 2100 *

KLANN
CNG **14**

1200

2300

CNG R-137
113.1

IUFO
CNG **7.9**

MADLT
CNG **18.5**

6.1 NM

4.5 NM

CATEGORY

A

B

C

D

CIRCLING

1060-1 537 (600-1)

1060-1½
537 (600-1½)

1080-2
557 (600-2)

MIDDLESBORO—BELL CO (1A6) 1 W UTC-5(-4DT) N36°36.64' W83°44.24'

CINCINNATI

1154 S4 FUEL 100LL NOTAM FILE LOU

L-25B

RWY 10-28: H3630X75 (ASPH) S-19 0.4% up W

IAP

RWY 10: Thld dsplcd 230'. Trees.

RWY 28: REIL. VASI(NSTD). Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended 1300Z-2200Z. For svcs call 606-242-3134 or 606-248-3563. Self service fuel avbl 24 hrs. Ultralight activity on and invof arpt. Rwy 28 NSTD VASI two boxes left and right of rwy, day use only.

WEATHER DATA SOURCES: AWOS-3 119.425 (606) 248-3095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 148° 31 NM to fld. 1245/03W. HIWAS.

MONTICELLO

WAYNE CO (EKQ) 2 N UTC-5(-4DT) N36°51.32' W84°51.37'

CINCINNATI

963 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

L-25A

RWY 03-21: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1100-2300Z. REIL Rwy 03 OTS indef.

MIRL Rwy 03-21 preset low ints; to increase ints

ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21, REIL Rwy 21

ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.825 (606)348-0862.

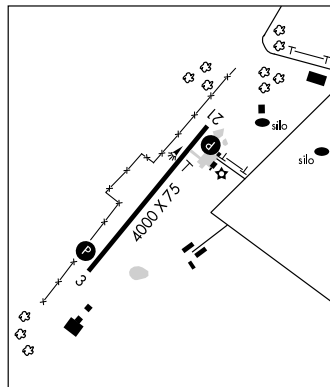
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 045° 22.1 NM to fld. 1020/02W.



MOREHEAD—ROWAN CO CLYDE A. THOMAS RGNL (M97) 7 NW UTC-5(-4DT)

CINCINNATI

N38°12.90' W83°35.26'

H-10G, L-26G

1028 B NOTAM FILE LOU

IAP

RWY 02-20: H5500X100 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 30'.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOME (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 278° 32.2 NM to fld. 1070/02W.

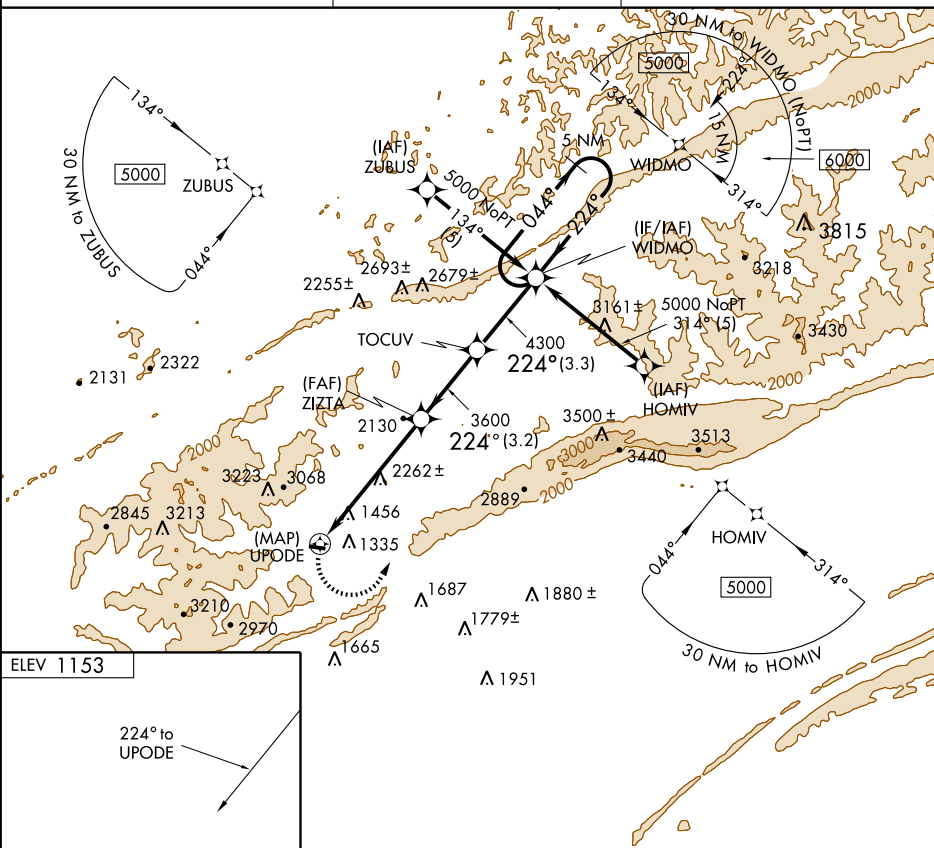
RNAV (GPS)-A

MIDDLESBORO-BELL COUNTY (1A6)

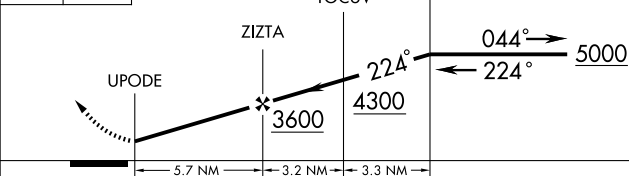
APP CRS
224°Rwy Idg
TDZE
Apt Elev **1153**NA
NA
NA

▼ If local altimeter setting not received, use London altimeter setting and increase all MDAs 380 feet.
 ▲ Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct WIDMO and hold.

AWOS-3
119.425INDIANAPOLIS CENTER
124.625 371.925UNICOM
122.8 (CTAF)

ELEV 1153

224° to
UPODE

CATEGORY	A	B	C	D
CIRCLING	2820-1¼ 1667 (1700-1¼)	2880-1½ 1727 (1800-1½)	NA	NA

REIL Rwy 28

MIDDLESBORO, KENTUCKY
Orig 09183

36° 37'N - 83° 44'W

MIDDLESBORO-BELL COUNTY (1A6)

RNAV (GPS)-A

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

MIDDLESBORO—BELL CO (1A6) 1 W UTC-5(-4DT) N36°36.64' W83°44.24'

CINCINNATI

1154 S4 FUEL 100LL NOTAM FILE LOU

L-25B

RWY 10-28: H3630X75 (ASPH) S-19 0.4% up W

IAP

RWY 10: Thld dsplcd 230'. Trees.

RWY 28: REIL. VASI(NSTD). Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended 1300Z-2200Z. For svcs call 606-242-3134 or 606-248-3563. Self service fuel avbl 24 hrs. Ultralight activity on and invof arpt. Rwy 28 NSTD VASI two boxes left and right of rwy, day use only.

WEATHER DATA SOURCES: AWOS-3 119.425 (606) 248-3095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 148° 31 NM to fld. 1245/03W. HIWAS.

MONTICELLO

WAYNE CO (EKQ) 2 N UTC-5(-4DT) N36°51.32' W84°51.37'

CINCINNATI

963 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

L-25A

RWY 03-21: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1100-2300Z. REIL Rwy 03 OTS indef.

MIRL Rwy 03-21 preset low ints; to increase ints

ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21, REIL Rwy 21

ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.825 (606)348-0862.

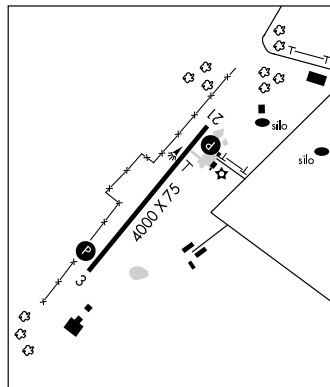
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 045° 22.1 NM to fld. 1020/02W.



MOREHEAD—ROWAN CO CLYDE A. THOMAS RGNL (M97) 7 NW UTC-5(-4DT)

CINCINNATI

N38°12.90' W83°35.26'

H-10G, L-26G

1028 B NOTAM FILE LOU

IAP

RWY 02-20: H5500X100 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 30'.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOME (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 278° 32.2 NM to fld. 1070/02W.

APP CRS
039°

Rwy Idg **4000**
TDZE **962**
Apt Elev **963**

GPS RWY 3

MONTICELLO/ WAYNE COUNTY (EKQ)



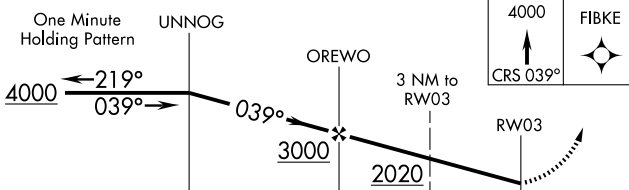
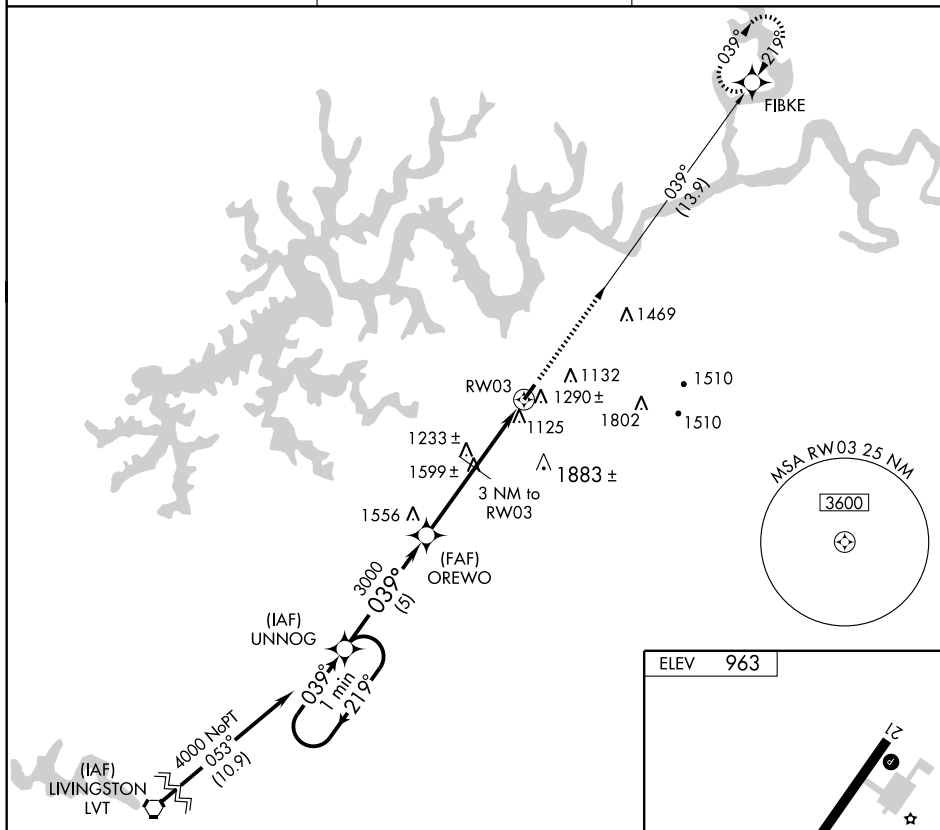
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000
via 039° course to FIBKE WP and hold.

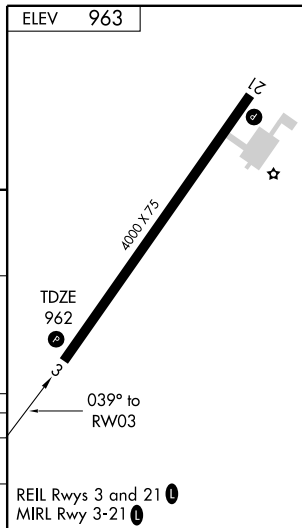
ASOS
118.825

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-3	1580-1 618 (700-1)	1580-1 3/4 618 (700-1 3/4)	1580-2 618 (700-2)	1580-2 618 (700-2)
CIRCLING	1820-1 857 (900-1)	1820-1 1/4 857 (900-1 1/4)	1820-2 1/2 857 (900-2 1/2)	2060-3 1097 (1100-3)



MONTICELLO, KENTUCKY
Orig 09239

36°51'N-84°51'W

MONTICELLO/ WAYNE COUNTY (EKQ)

GPS RWY 3

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS
219°

Rwy Idg **4000**
TDZE **963**
Apt Elev **963**

GPS RWY 21

MONTICELLO/ WAYNE COUNTY (EKQ)



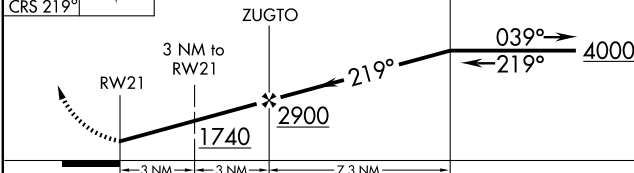
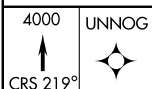
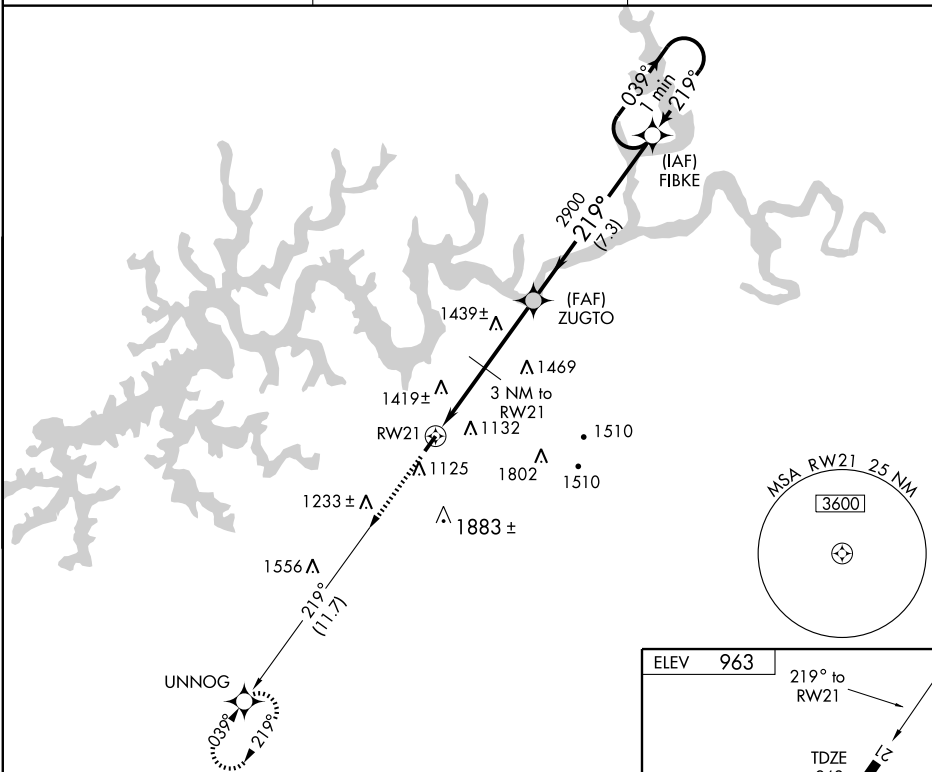
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 219° course to UNNOG WP and hold.

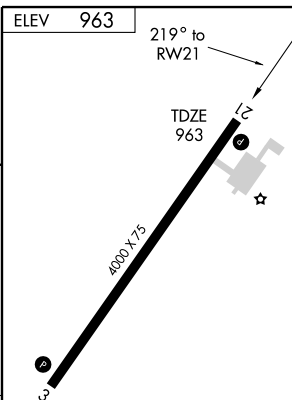
ASOS
118.825

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-21	1680-1	717 (800-1)	1680-2	1680-2¼
			717 (800-2)	717 (800-2¼)
CIRCLING	1820-1	1820-1¼	1820-2½	2060-3
	857 (900-1)	857 (900-1¼)	857 (900-2½)	1097 (1100-3)



REIL Rws 3 and 21 0
MIRL Rwy 3-21 0

MIDDLESBORO—BELL CO (1A6) 1 W UTC-5(-4DT) N36°36.64' W83°44.24'

CINCINNATI

1154 S4 FUEL 100LL NOTAM FILE LOU

L-25B

RWY 10-28: H3630X75 (ASPH) S-19 0.4% up W

IAP

RWY 10: Thld dsplcd 230'. Trees.

RWY 28: REIL. VASI(NSTD). Thld dsplcd 80'. Road.

AIRPORT REMARKS: Attended 1300Z-2200Z. For svcs call 606-242-3134 or 606-248-3563. Self service fuel avbl 24 hrs. Ultralight activity on and invof arpt. Rwy 28 NSTD VASI two boxes left and right of rwy, day use only.

WEATHER DATA SOURCES: AWOS-3 119.425 (606) 248-3095.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 148° 31 NM to fld. 1245/03W. HIWAS.

MONTICELLO

WAYNE CO (EKQ) 2 N UTC-5(-4DT) N36°51.32' W84°51.37'

CINCINNATI

963 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

L-25A

RWY 03-21: H4000X75 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1100-2300Z. REIL Rwy 03 OTS indef.

MIRL Rwy 03-21 preset low ints; to increase ints

ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21, REIL Rwy 21

ACTIVATE—CTAF.

WEATHER DATA SOURCES: ASOS 118.825 (606)348-0862.

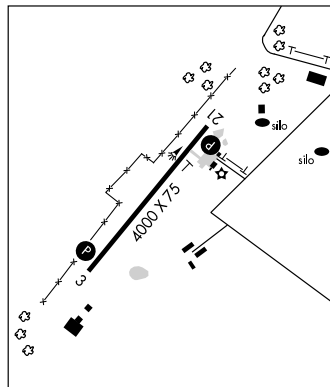
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 045° 22.1 NM to fld. 1020/02W.



MOREHEAD—ROWAN CO CLYDE A. THOMAS RGNL (M97) 7 NW UTC-5(-4DT)

CINCINNATI

N38°12.90' W83°35.26'

H-10G, L-26G

1028 B NOTAM FILE LOU

IAP

RWY 02-20: H5500X100 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 30'.

RWY 20: REIL. PAPI (P4L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 124.225

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOME (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 278° 32.2 NM to fld. 1070/02W.

WAAS CH 86909 W02A	APP CRS 026°	Rwy Idg TDZE Apt Elev	5500 1028 1028
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RNAV (GPS) RWY 2

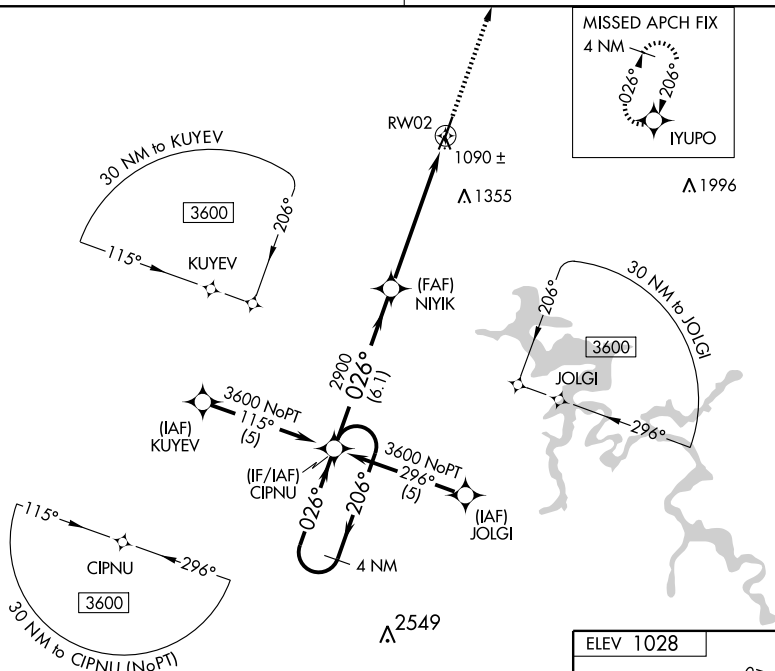
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

T Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IYUPO and hold.

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
122.8 (CTAF)



4 NM
Holding Pattern

CIPNU

VGSI and RNAV
glidepath not coincident.

3600

IYUPO

3600
←206°
026°→

GS 3.00°
TCH 40°

CIPNU

NIYIK

2900

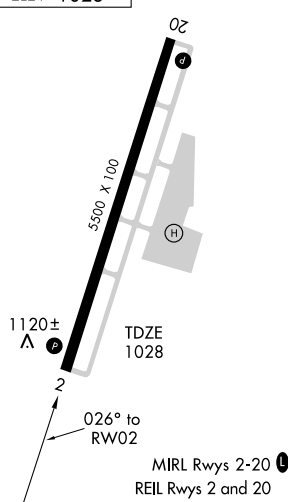
RW02

6.1 NM

5.7 NM

CATEGORY	A	B	C	D
LPV DA	1328-1		300 (300-1)	
LNAV/VNAV DA	1410-1¼		382 (400-1¼)	
LNAV MDA	1420-1		392 (400-1)	1420-1¼ 392 (400-1¼)
CIRCLING	1480-1	452 (500-1)	1480-1½ 452 (500-1½)	1580-2 552 (600-2)

ELEV 1028



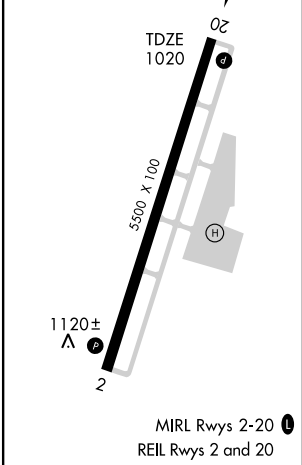
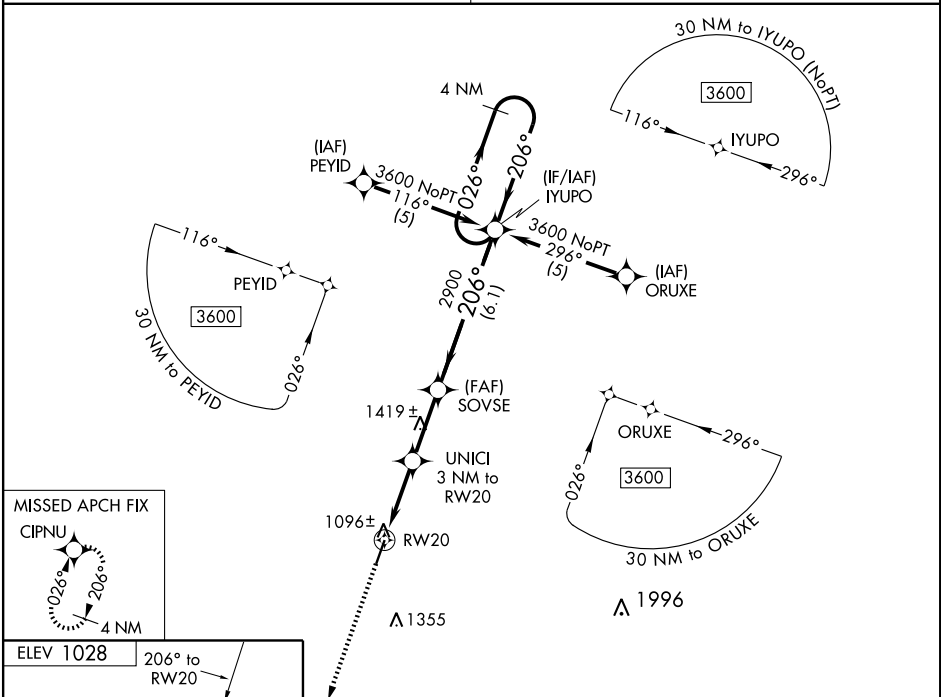
WAAS CH 78209 W20A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5500 1020 1028
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RNAV (GPS) RWY 20

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

<p>NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, and LPV all Cats. visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3600 direct CIPNU and hold.</p>
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<p>INDIANAPOLIS CENTER 124.225 360.725</p>	<p>UNICOM 122.8 (CTAF)</p>
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<div>3600 ↑</div> <div>CIPNU </div>		VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern	
* LNAV only		UNICI 3 NM to RW20	SOVSE	IYUPO	

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

MOUNT STERLING—MONTGOMERY CO (IOB) 2 W UTC-5(-4DT) N38°03.49' W83°58.78'

CINCINNATI

1019 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

H-10G, L-26G, 27E

RWY 03-21: H5002X75 (ASPH) S-20 MIRL 0.7% up SW

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0°. Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. Fuel 24 hr credit card svc avbl. After hrs svcs call 859-585-6326 or 859-585-9936.

ACTIVATE MIRL Rwy 03-21, REIL Rwys 03 and 21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (859) 498-7001.

COMMUNICATIONS: CTAF/UNICOM 122.8

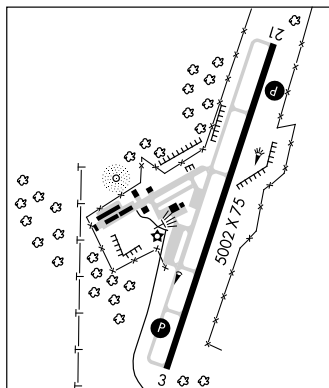
Ⓡ LEXINGTON APP/DEP CON 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 077° 24 NM to fld. 1039/00E.

NDB (MHW) 210 IOB N38°03.60' W83°58.89' at fld. NOTAM FILE LOU.

**MUHLENBERG CO** (See GREENVILLE)**MUREY** N36°43.24' W88°17.40' NOTAM FILE LOU.

ST LOUIS

NDB (LOM) 368 EU 231° 5.1 NM to Kyle-Oakey fld.

MURRAY**KYLE—OAKLEY FLD** (CEY) 4 NW UTC-6(-5DT) N36°39.88' W88°22.37'

ST LOUIS

577 B S4 FUEL 100LL, JET A+, MOGAS OX 1 NOTAM FILE LOU

H-6J, L-16I

RWY 05-23: H6203X100 (ASPH-AFSC) S-30 MIRL

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Trees.

RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun

1900-2300Z†. For svc ngts call 270-978-0345. MIRL Rwy

05-23 preset on low intensity, to increase MIRL intensity and

ACTIVATE PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and

ODALS Rwy 23—CTAF. Lgts also avbl other times by radio req on

CTAF or call arpt manager 270-978-0345 or 270-489-2414.

WEATHER DATA SOURCES: AWOS-3 119.975 (270) 489-2424.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

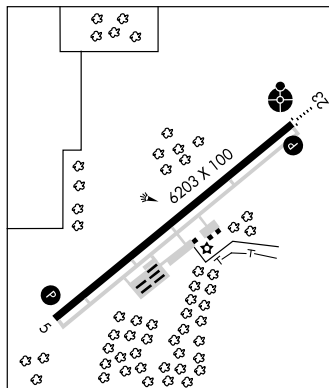
CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 130° 30.4 NM to fld. 480/03E.

MUREY NDB (LOM) 368 EU N36°43.24' W88°17.40' 231° 5.2

NM to fld. NOTAM FILE LOU.

ILS 110.5 I-EUY Rwy 23. LOM MUREY NDB. LOC only.

**MYSTIC** N37°53.64' W86°14.67' NOTAM FILE LOU.

ST LOUIS

(L) VOR 108.2 MYS 087° 13.0 NM to Godman AAF.

H-5E, 10F, L-16J

NEWCOMBE N38°09.50' W82°54.60' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 110.4 ECB Chan 41 299° 12.4 NM to Olive Hill-Sellers' Fld. 1070/02W.

L-26G

RCO 122.1R 110.4T (LOUISVILLE RADIO)

NEW HOPE N37°37.91' W85°40.55' NOTAM FILE LOU.

ST LOUIS

(L) VOR/DME 110.8 EWO Chan 45 036° 13.8 NM to Samuels Fld. 960/01E.

L-16J, 27E

RCO 122.1R 110.8T (LOUISVILLE RADIO)

APP CRS **211°**
 Rwy Idg **5002**
 TDZE **1006**
 Apt Elev **1019**

GPS RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

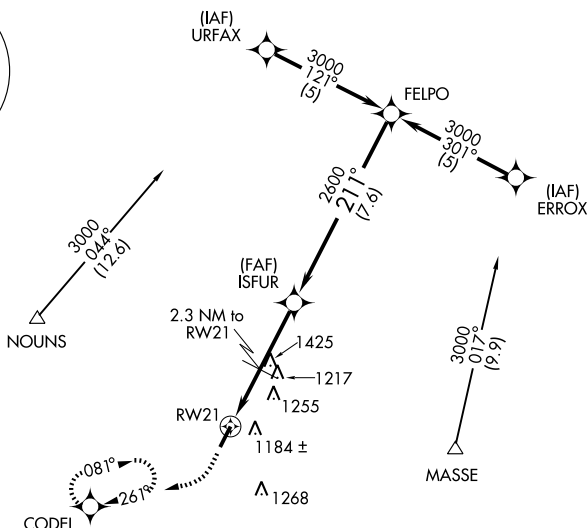
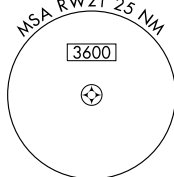


MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CODEL WP and hold.

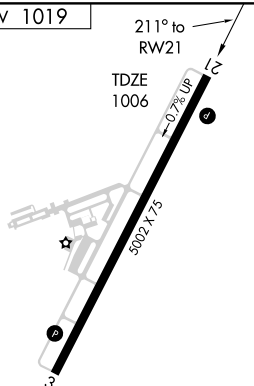
AWOS-3
120.675

LEXINGTON APP CON
120.15 259.3

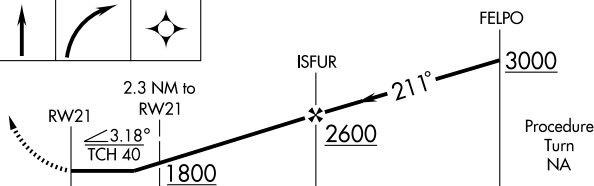
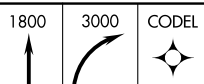
UNICOM
122.8 (CTAF) 0



ELEV 1019



2549



Procedure
 Turn
 NA

CATEGORY	A	B	C	D
S-21	1460-1 454 (500-1)		1460-1 $\frac{1}{4}$ 454 (500-1 $\frac{1}{4}$)	1460-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$)
CIRCLING	1540-1 521 (600-1)		1540-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$)	1580-2 561 (600-2)

MIRL Rwy 3-21 **0**
 REIL Rws 3 and 21 **0**

NDB IOB	APP CRS	Rwy Idg	5002
<u>210</u>	018°	TDZE	1020
		Apt Elev	1019

NDB or GPS RWY 3

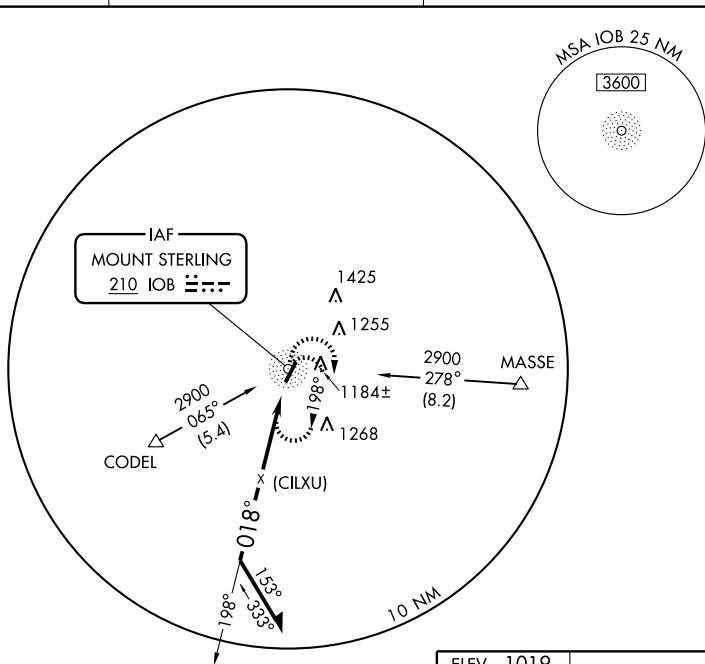
MOUNT STERLING-MONTGOMERY COUNTY (IOB)



MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

AWOS-3
120.675

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**

2049

Remain
within 10 NM

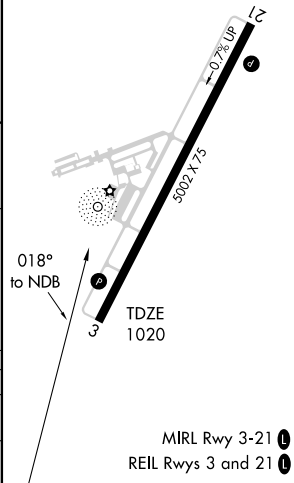
2900 (CILXU)

NDB

2900

IOB

ELEV 1019



MIRL Rwy 3-21 **L**
REIL Rwys 3 and 21 **L**

MOUNT STERLING, KENTUCKY
Amdt 1D 17DEC09

MOUNT STERLING-MONTGOMERY COUNTY (IOB)
38°03'N-83°59'W NDB or GPS RWY 3

NDB or GPS RWY 3

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

NDB IOB 210	APP CRS 221°	Rwy Idg TDZE Apt Elev	5002 1007 1019
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NDB RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

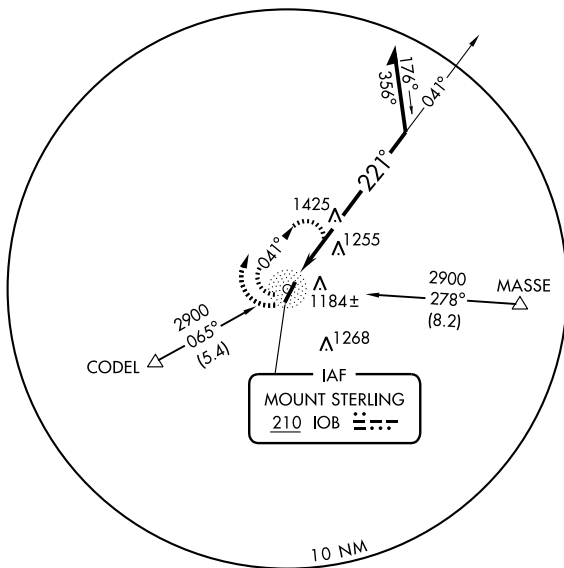


MISSED APPROACH: Climbing right turn to 2900
in IOB NDB holding pattern.

AWOS-3
120.675

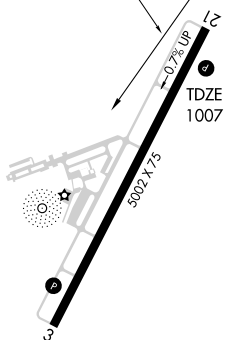
LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) 0

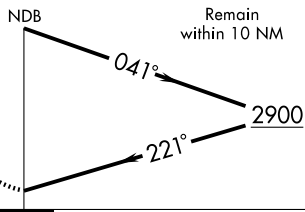
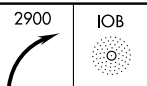
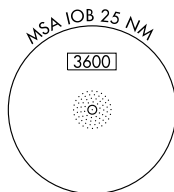


2049
A

ELEV 1019

221°
to NDB

MIRL Rwy 3-21 0
REIL Rws 3 and 21 0



CATEGORY	A	B	C	D
S-21	1840-1 833 (900-1)	1840-1 1/4 833 (900-1 1/4)	1840-2 1/2 833 (900-2 1/2)	1840-2 3/4 833 (900-2 3/4)
CIRCLING	1840-1 820 (900-1)	1840-1 1/4 820 (900-1 1/4)	1840-2 1/2 820 (900-2 1/2)	1840-2 3/4 820 (900-2 3/4)

MOUNT STERLING—MONTGOMERY CO (IOB) 2 W UTC-5(-4DT) N38°03.49' W83°58.78'

CINCINNATI

1019 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

H-10G, L-26G, 27E

RWY 03-21: H5002X75 (ASPH) S-20 MIRL 0.7% up SW

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0°. Trees.

RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. Fuel 24 hr credit card svc avbl. After hrs svcs call 859-585-6326 or 859-585-9936.

ACTIVATE MIRL Rwy 03-21, REIL Rwys 03 and 21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.675 (859) 498-7001.

COMMUNICATIONS: CTAF/UNICOM 122.8

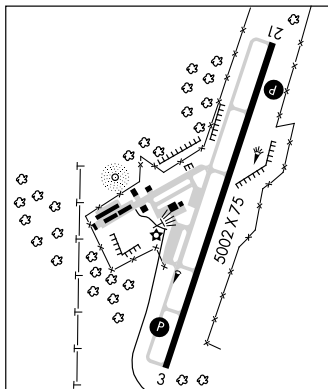
Ⓡ LEXINGTON APP/DEP CON 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 077°24 NM to fld. 1039/00E.

NDB (MHW) 210 IOB N38°03.60' W83°58.89' at fld. NOTAM FILE LOU.

**MUHLENBERG CO** (See GREENVILLE)**MUREY** N36°43.24' W88°17.40' NOTAM FILE LOU.

ST LOUIS

NDB (LOM) 368 EU 231° 5.1 NM to Kyle-Oakey fld.

MURRAY**KYLE—OAKLEY FLD** (CEY) 4 NW UTC-6(-5DT) N36°39.88' W88°22.37'

ST LOUIS

577 B S4 FUEL 100LL, JET A+, MOGAS OX 1 NOTAM FILE LOU

H-6J, L-16I

RWY 05-23: H6203X100 (ASPH-AFSC) S-30 MIRL

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Trees.

RWY 23: ODALS. REIL. PAPI(P4L)—GA 3.0° TCH 30'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For svc ngts call 270-978-0345. MIRL Rwy 05-23 preset on low intensity, to increase MIRL intensity and ACTIVATE PAPI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and ODALS Rwy 23—CTAF. Lgts also avbl other times by radio req on CTAF or call arpt manager 270-978-0345 or 270-489-2414.

WEATHER DATA SOURCES: AWOS-3 119.975 (270) 489-2424.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ MEMPHIS CENTER APP/DEP CON 133.65

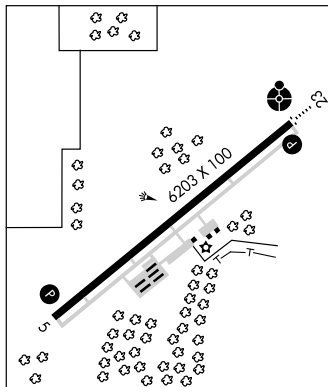
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.22' 130°30.4 NM to fld. 480/03E.

MUREY NDB (LOM) 368 EU N36°43.24' W88°17.40' 231° 5.2 NM to fld. NOTAM FILE LOU.

ILS 110.5 I-EUY Rwy 23. LOM MUREY NDB. LOC only.

**MYSTIC** N37°53.64' W86°14.67' NOTAM FILE LOU.

ST LOUIS

(L) VOR 108.2 MYS 087° 13.0 NM to Godman AAF.

H-5E, 10F, L-16J

NEWCOMBE N38°09.50' W82°54.60' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 110.4 ECB Chan 41 299° 12.4 NM to Olive Hill-Sellers' Fld. 1070/02W.

L-26G

RCO 122.1R 110.4T (LOUISVILLE RADIO)

NEW HOPE N37°37.91' W85°40.55' NOTAM FILE LOU.

ST LOUIS

(L) VOR/DME 110.8 EWO Chan 45 036° 13.8 NM to Samuels Fld. 960/01E.

L-16J, 27E

RCO 122.1R 110.8T (LOUISVILLE RADIO)

APP CRS	Rwy Idg	6203
051°	TDZE	573
	Apt Elev	573

GPS RWY 5

MURRAY/ KYLE-OAKLEY FIELD (CEY)

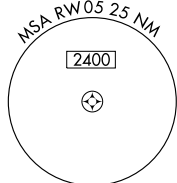
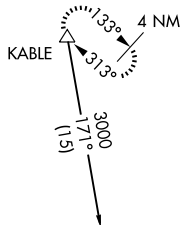
▼
▲ NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct KABLE WP and hold.

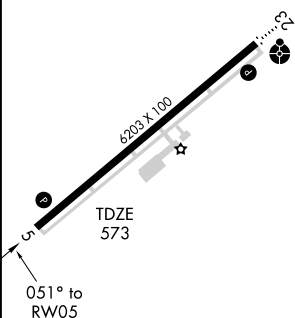
AWOS-3
119.975

MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF) 0

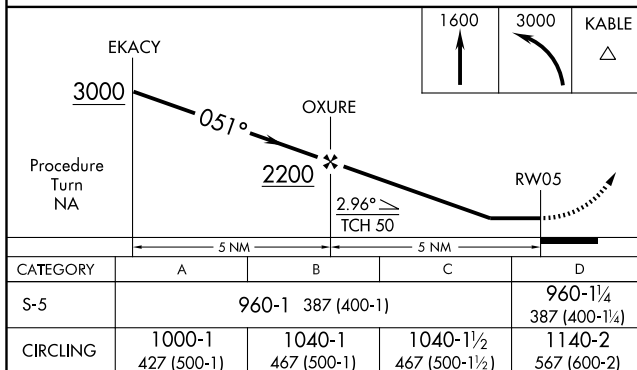


ELEV 573



MIRL Rwy 5-23 0
REIL Rws 5 and 23 0

MURRAY, KENTUCKY
Amdt 1 10098



MURRAY/ KYLE-OAKLEY FIELD (CEY)

GPS RWY 5

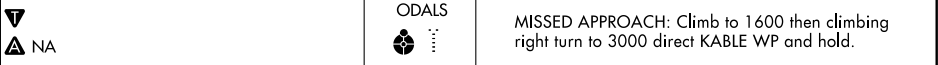
36° 40'-N-88° 22'-W

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6203
231°	TDZE	567
	Apt Elev	573

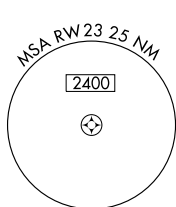
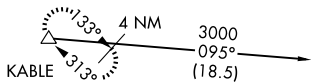
MURRAY/ KYLE-OAKLEY FIELD (CEY)



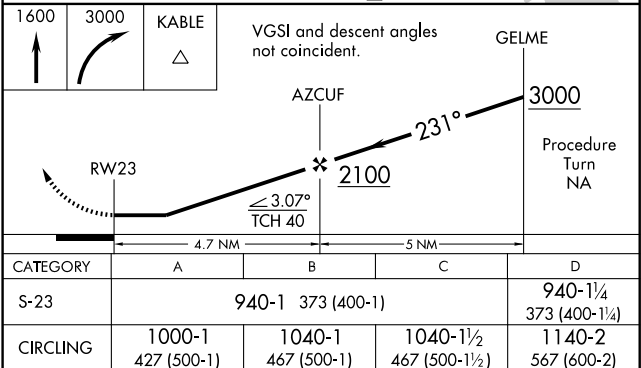
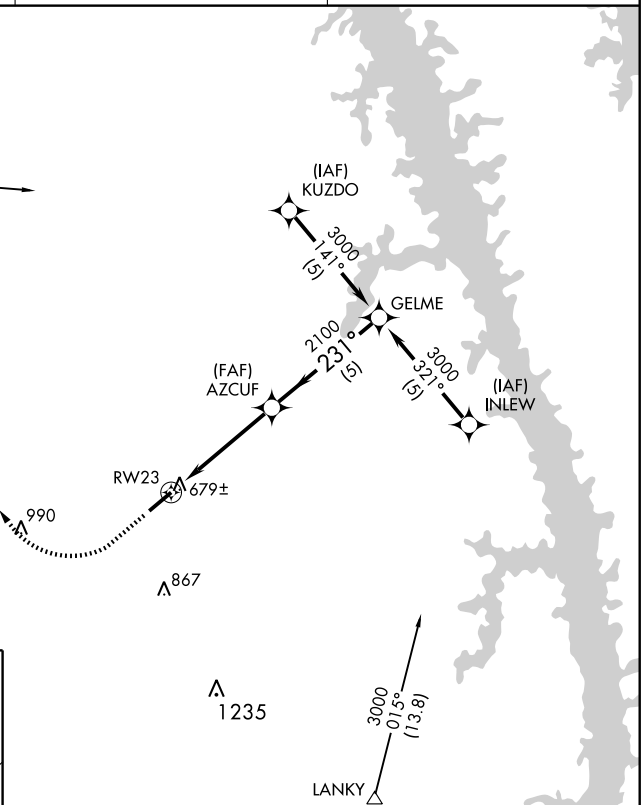
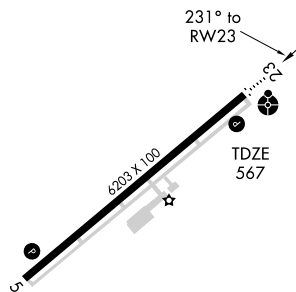
AWOS-3
119.975

MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF) **L**



ELEV 573



MIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**

MURRAY, KENTUCKY
Amdt 1 10098

MURRAY/ KYLE-OAKLEY FIELD (CEY)

GPS RWY 23

36° 40'-N-88° 22'W

SE-1. 21 OCT 2010 to 18 NOV 2010

LOC I-EUY 110.5	APP CRS 231°	Rwy Idg TDZE Apt Elev	6203 567 573
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LOC RWY 23

MURRAY/ KYLE-OAKLEY FIELD (CEY)



ODALS



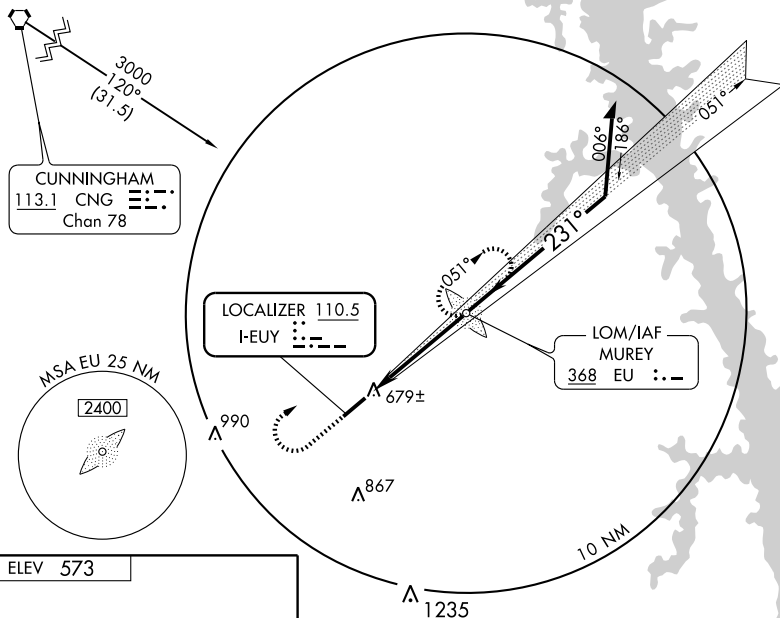
MISSED APPROACH: Climb to 1200 then climbing
right turn to 2100 direct EU LOM and hold.

AWOS-3
119.975

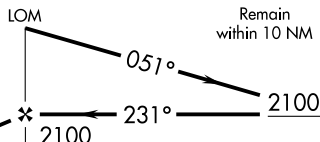
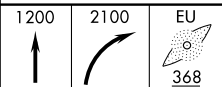
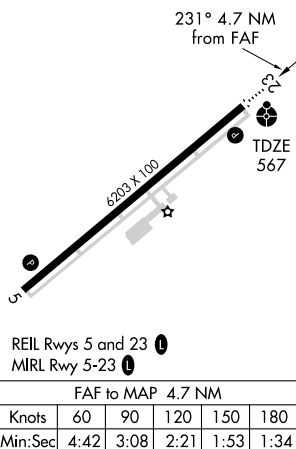
MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF) 0

ADF REQUIRED



ELEV 573



CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

MURRAY, KENTUCKY

Amdt 1 10098

MURRAY/ KYLE-OAKLEY FIELD (CEY)

36° 40'-N-88° 22'-W

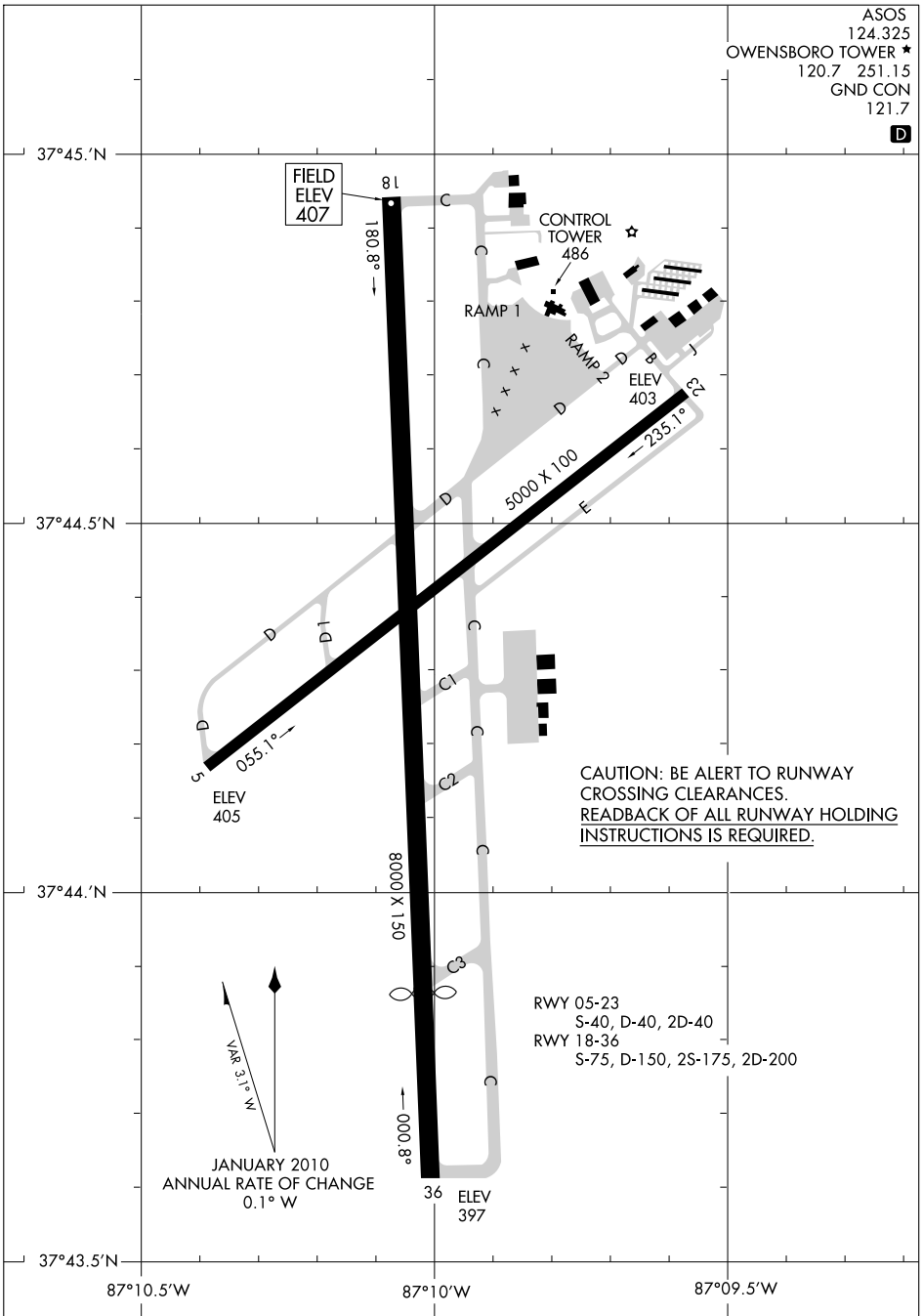
LOC RWY 23

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010



NOORA N36°52.80' W86°28.90' NOTAM FILE BWG.

ST LOUIS

NDB (LOM) 236 BW 032° 5.9 NM to Bowling Green—Warren Co Rgnl. LOM unusable byd 10 NM.

OHIO CO (See HARTFORD)

OLIVE HILL—SELLERS' FLD (2I2) 3 SE UTC-5(-4DT) N38°15.22' W83°08.58'

CINCINNATI

1016 NOTAM FILE LOU

RWY 02-20: H2500X50 (ASPH)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Rwy 02-20 has widespread severe cracking with raveling and deterioration.

COMMUNICATIONS: CTAF 122.9

OWENSBORO—DAVIESS CO (OWB) 3 SW UTC-6(-5DT) N37°44.33' W87°10.01'

ST LOUIS

407 B S4 FUEL 100LL, JET A OX 4 LRA Class I, ARFF Index B NOTAM FILE OWB

H-5E, L-161

RWY 18-36: H8000X150 (CONC) S-75, D-150, 2S-175, 2D-200 HIRL

IAP, AD

RWY 18: REIL. VASI(V4L)—GA 3.0°TCH 52'.

RWY 36: MALSR. VASI(V4L)—GA 3.0°TCH 56'. Thld dsplcd 1500'.
P-line.

RWY 05-23: H5000X100 (ASPH-CONC) S-40, D-40,
2D-40 MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 45'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 18: TORA-7000 TODA-7000 ASDA-8000 LDA-8000

RWY 23: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 36: TORA-8000 TODA-8000 ASDA-8000 LDA-6500

AIRPORT REMARKS: Attended continuously. Large flocks of birds on and in/ov arpt. Coyotes on and in/ov all rwys and twys. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call airport manager 270-685-4179. When twr clsd ACTIVATE HIRL Rwy 18-36, MIRL Rwy 05-23, MALSR Rwy 36, REIL Rwy 05, REIL Rwy 23, REIL Rwy 18, PAPI Rwy 05 and Rwy 23, VASI Rwy 36, twy and windcone lgts—CTAF.

WEATHER DATA SOURCES: ASOS 124.325 (270) 683-3228.

COMMUNICATIONS: CTAF 120.7 UNICOM 122.95

RCO 122.1R 108.6T (LOUISVILLE RADIO)

Ⓡ EVANSVILLE APP/DEP CON 126.4 (1200-0500Z‡)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z‡)

TOWER 120.7 (1200-0400Z‡) GND CON 121.7

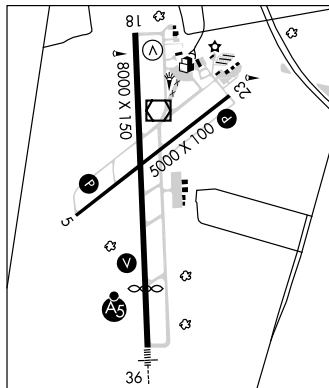
AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OWB.

(T) VOR/DME 108.6 OWB Chan 23 N37°44.61' W87°09.96' at fld. 401/01E.

HIGUY NDB (LOM) 341 OW N37°38.14' W87°09.73' 359° 6.2 NM to fld.

ILS 111.5 I-OWB Rwy 36. Class IE. LOM HIGUY NDB.



PADUCAH N37°03.65' W88°46.43'

RCO 122.5 122.2 (LOUISVILLE RADIO) at Barkley Rgnl.

ST LOUIS

L-161

LOC I-OWB <u>111.5</u>	APP CRS 359°	Rwy Idg 6500 TDZE 401 Apt Elev 407
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ILS or LOC RWY 36

OWENSBORO-DAVIESS COUNTY (OWB)

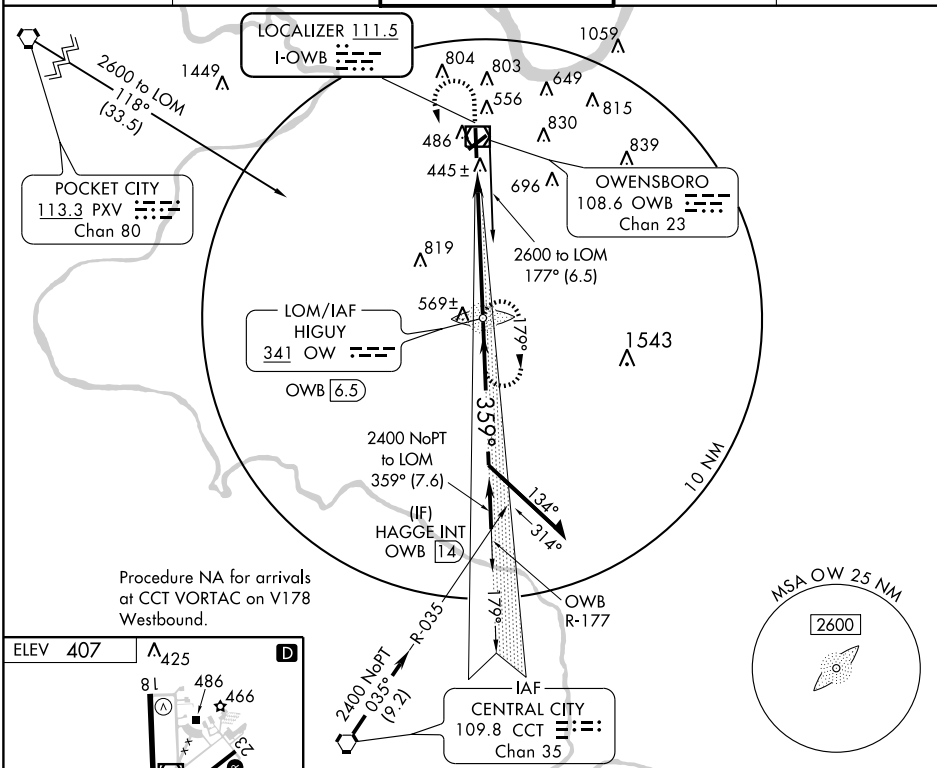
T ADF Required. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase S-LOC 36 Cat D and Circling Cats C and D visibility $\frac{1}{4}$ mile.

MALSRS

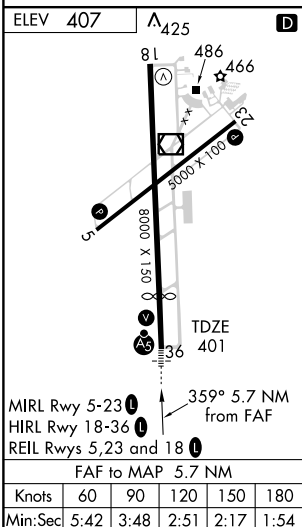


MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct HIGUY LOM/OWB VOR/DME 6.5 DME and hold.

ASOS 124.325	EVANSVILLE APP CON ★ 126.4 226.4	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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SE-1. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-ILS 36		601-3/4	200 (200-3/4)	
S-LOC 36		720-1	319 (400-1)	
CIRCLING	920-1	513 (600-1)	1120-2 713 (800-2)	1140-2 1/4 733 (800-2 1/4)

OWENSBORO, KENTUCKY

Amdt 12 03JUN10

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W

ILS or LOC RWY 36

APP CRS	Rwy Idg	5000
053°	TDZE	405
	Apt Elev	406

RNAV (GPS) RWY 5

OWENSBORO-DAVIESS COUNTY (OWB)

NA When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3000 direct CINLI WP and hold.

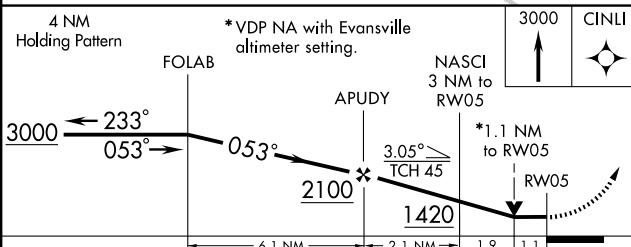
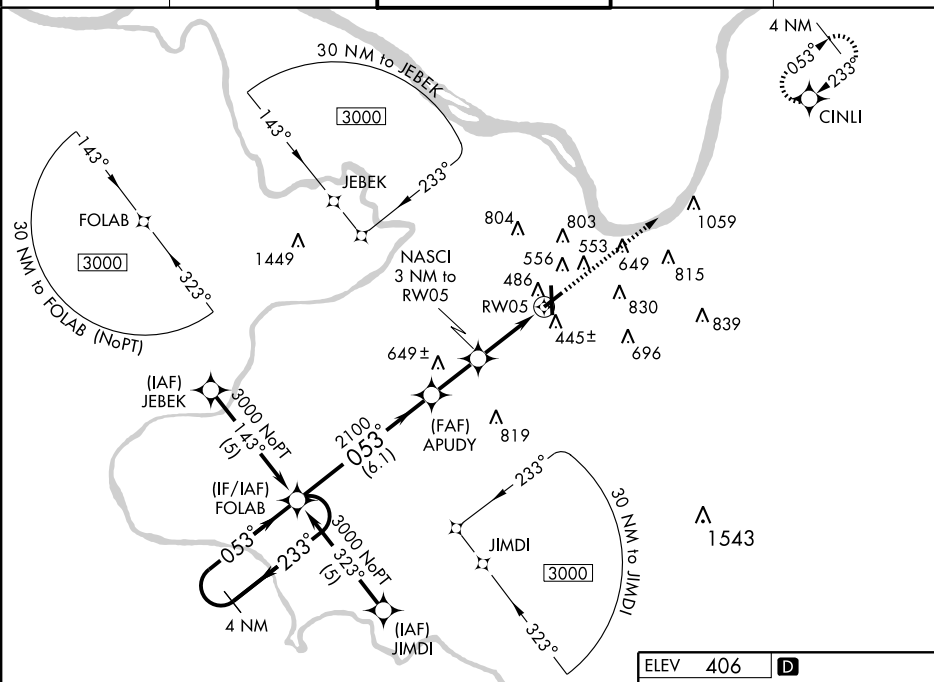
ASOS
124.325

EVANSVILLE APP CON ★
126.4 226.4

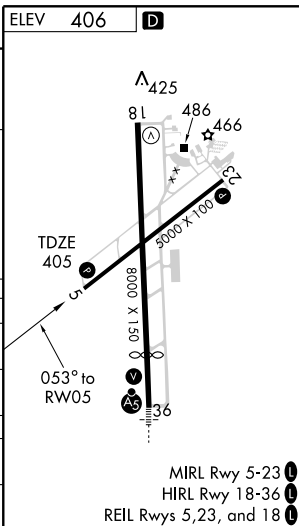
OWENSBORO TOWER ★
120.7 (CTAF) 251.15

GND CON
121.7

UNICOM
122.95



CATEGORY	A	B	C	D
LNAV MDA	800-1	395 (400-1)		800-1¼ 395 (400-1¼)
CIRCLING	860-1	454 (500-1)	1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1	455 (500-1)	860-1¼ 455 (500-1¼)	860-1½ 455 (500-1½)
CIRCLING	920-1	514 (600-1)	1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)



WAAS CH 78216 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	8000 407 407
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RNAV (GPS) RWY 18

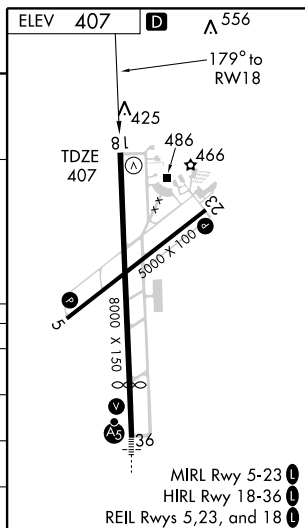
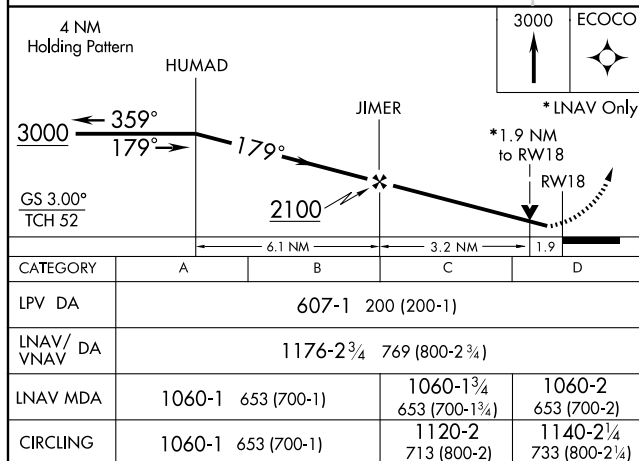
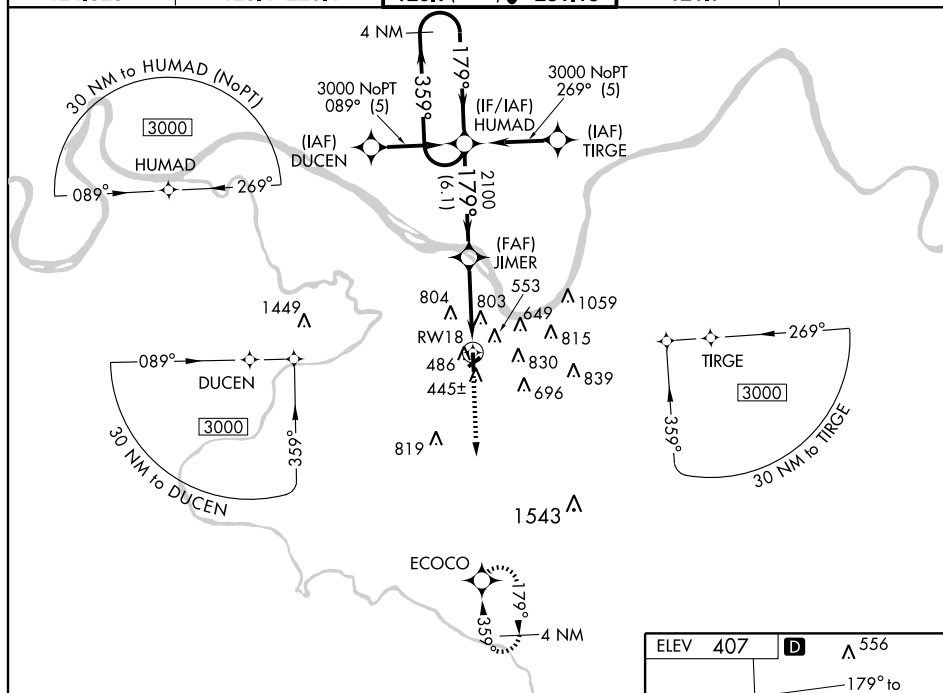
OWENSBORO-DAVIESS COUNTY (OWB)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ECOCO and hold.

ASOS 124.325	EVANSVILLE APP CON * 126.4 226.4	OWENSBORO TOWER * 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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OWENSBORO, KENTUCKY

Amdt 1 03JUN10

OWENSBORO-DAVIESS COUNTY (OWB)

37° 44' N-87° 10' W

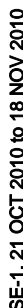
RNAV (GPS) RWY 18

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23
OWENSBORO-DAVIESS COUNTY (OWB)

MISSED APPROACH:
Climb to 3000 direct
FOLAB and hold.

UNICOM
122.95[illegible]

OWENSBORO-DAVIESS COUNTY (OWB)

RNAV (GPS) RWY 23

WAAS CH 45508 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6500 401 407
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RNAV (GPS) RWY 36

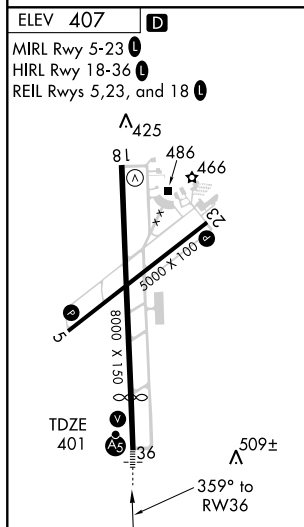
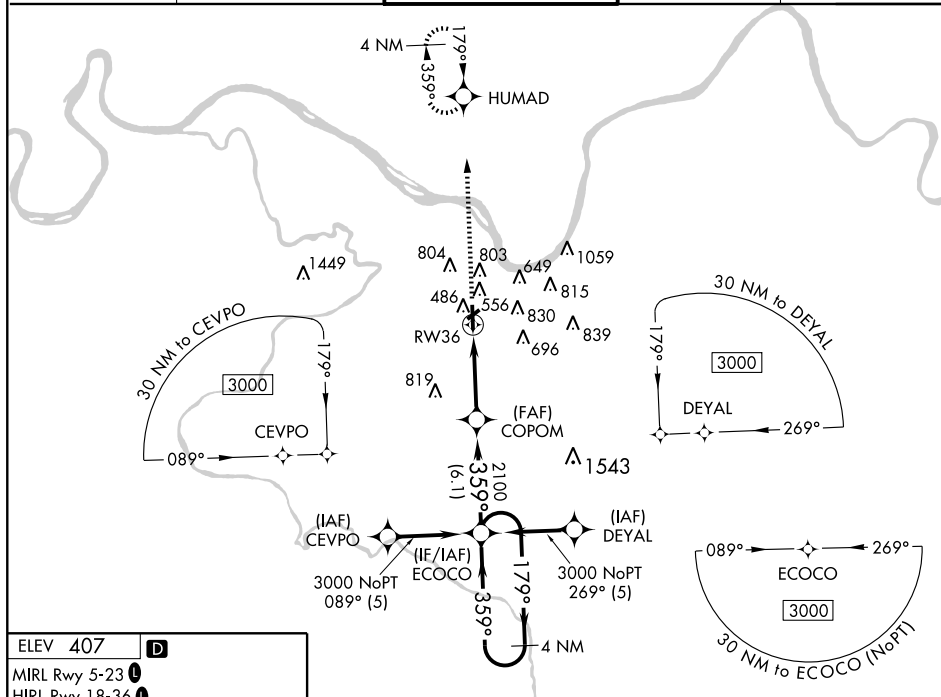
OWENSBORO-DAVIESS COUNTY (OWB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.



MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

ASOS	EVANSVILLE APP CON *	OWENSBORO TOWER *	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) 0 251.15	121.7	122.95



3000

↑

HUMAD

ECOCO

4 NM Holding Pattern

COPOM

*LNAV only.

*1 NM to RW36

RW36

CATEGORY	A	B	C	D
LPV DA	601-¾ 200 (200-¾)			
LNAV/VNAV DA	779-1¼ 378 (400-1¼)			
LNAV MDA	760-1 359 (400-1)			760-1¼ 359 (400-1¼)
CIRCLING	920-1	513 (600-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

OWENSBORO, KENTUCKY

Amdt 3 03JUN10

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W

RNAV (GPS) RWY 36

SE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME OWB 108.6 Chan 23	APP CRS 043°	Rwy Idg 5000 TDZE 405 Apt Elev 406
---	------------------------	---

VOR RWY 5
OWENSBORO-DAVIESS COUNTY (OWB)

T When control tower closed, use Evansville altimeter setting
A and increase all MDAs 60 feet and visibility Cats. C and D
1/4 mile.

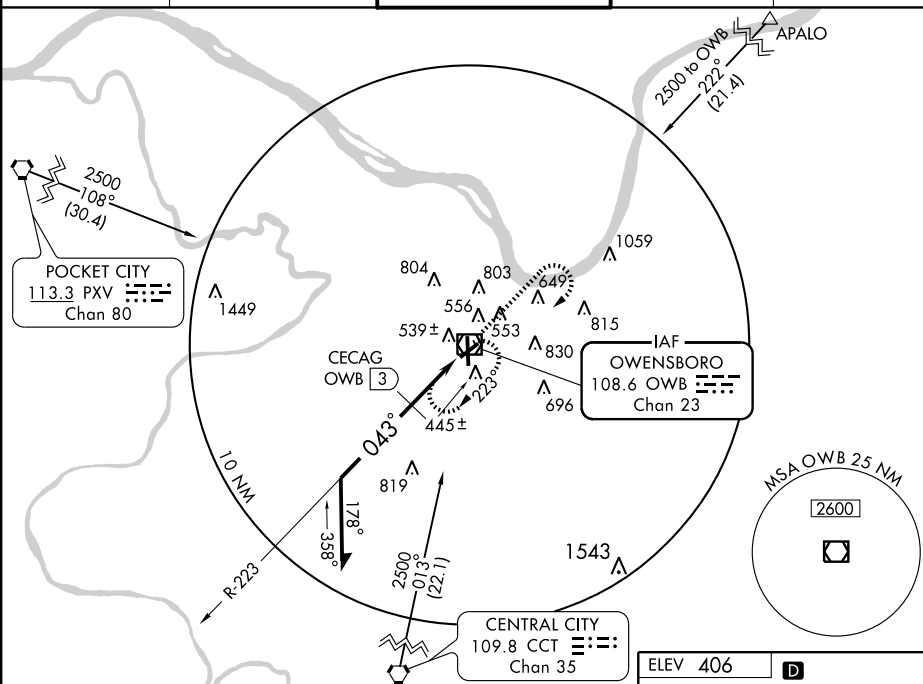
MISSED APPROACH: Climb to 1500, then climbing right turn to 2500 direct OWB VOR/DME and hold.

ASOS
124.325

EVANSVILLE APP CON★
126.4 226.4

OWENSBORO TOWER★
120.7 (CTAF) 251.15

GND CON
121.7

UNICOM
122.95

Remain
within 10 NM

VOR/DME

1500	250
↑	↘

VDP NA with Ev
altimeter setting.

* 1240 when using Evansville altimeter setting.

ELEV 406

D

Within 10 nm

223° #OWB 1.7
CECAG OWB 3

2100

043°

2.82°
TCH 45

*1180

MIRL Rwy 5-23 **L**
HIRL Rwy 18-36 **L**
REIL Rwy 5, 23, and 18 **L**

OWENSBORO, KENTUCKY

Amdt 1 09183

OWENSBORO-DAVISS COUNTY (OWB)

37°44'N-87°10'W

VOR RWY 5

SE-1. 21 OCT 2010 to 18 NOV 2010

VOR/DME OWB 108.6 Chan 23	APP CRS 171°	Rwy Idg TDZE Apt Elev 8000 406 406
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VOR RWY 18

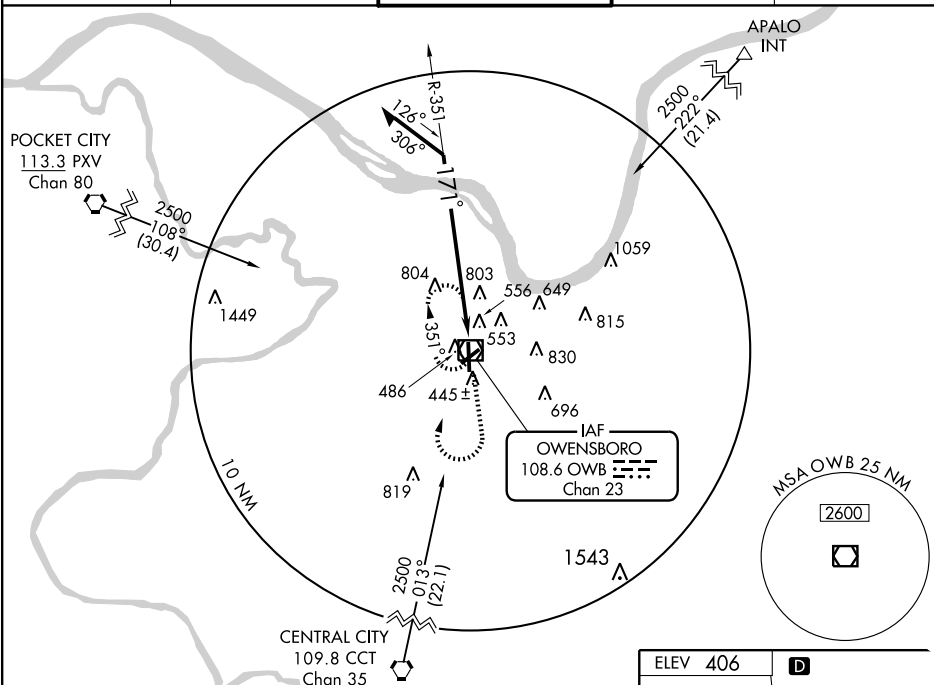
OWENSBORO-DAVIESS COUNTY (OWB)



When control tower closed,
use Evansville altimeter setting.

MISSED APPROACH: Climb to 2500 then
right turn direct OWB VOR/DME and hold.

ASOS 124.325	EVANSVILLE APP CON ★ 126.4 226.4	OWENSBORO TOWER ★ 120.7 (CTAF) 251.15	GND CON 121.7	UNICOM 122.95
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Remain
within 10 NM

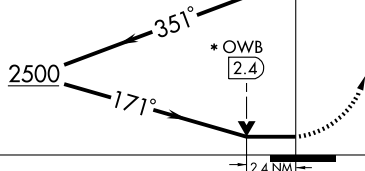
VOR/DME

2500



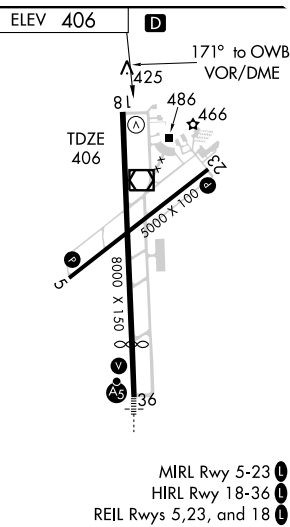
OWB

108.6



* VDP NA with Evansville
altimeter setting.

CATEGORY	A	B	C	D
S-18	1120-1	714 (800-1)	1120-2 714 (800-2)	1120-2½ 714 (800-2½)
CIRCLING	1120-1	714 (800-1)	1120-2 714 (800-2)	1140-2½ 734 (800-2½)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-18	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)



MIRL Rwy 5-23
HIRL Rwy 18-36
REIL Rws 5,23, and 18

AIRPORT DIAGRAM

AL-628 (FAA)

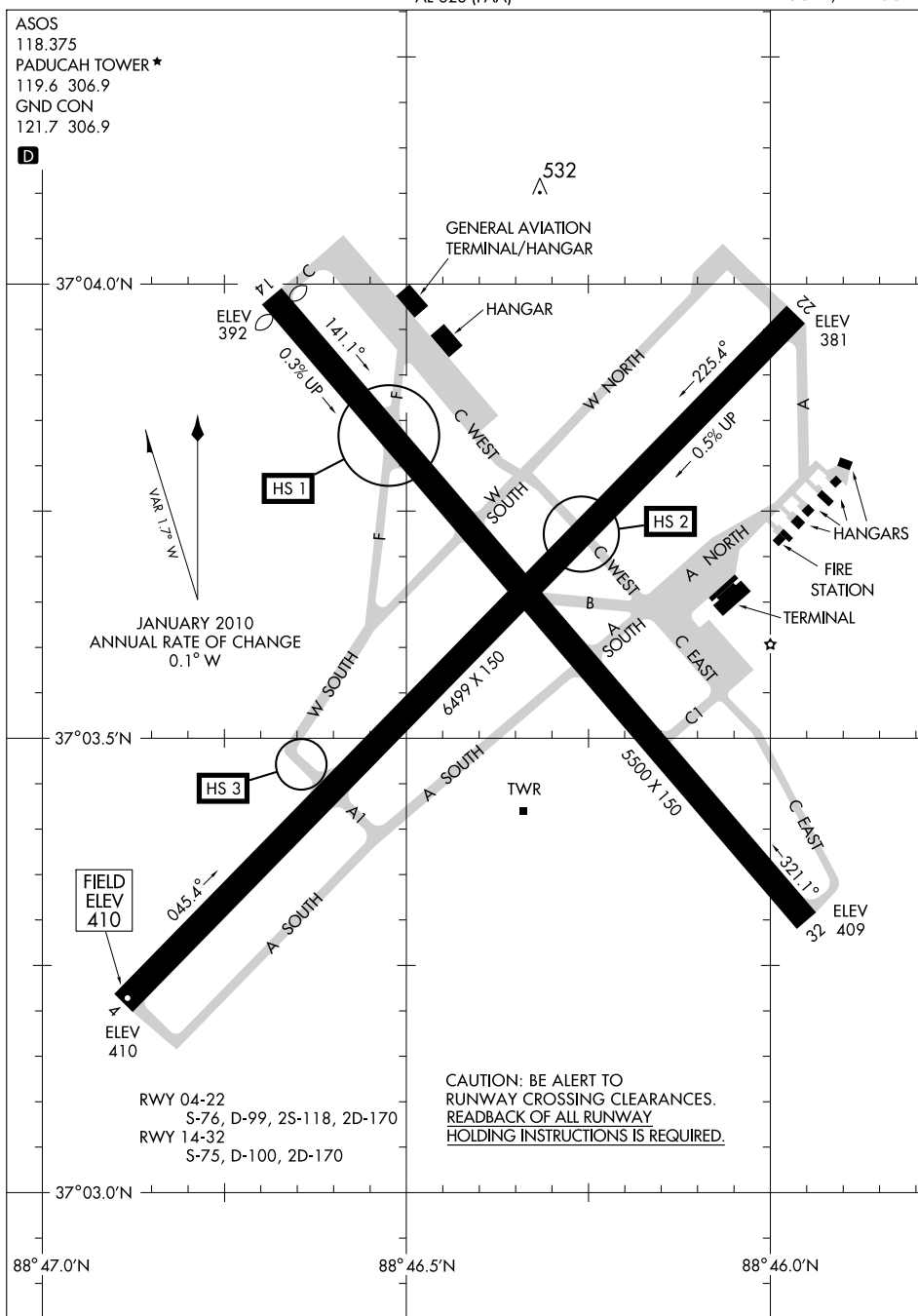
PADUCAH/BARKLEY RGNL (PAH)

PADUCAH, KENTUCKY

ASOS
118.375
PADUCAH TOWER ★
119.6 306.9
GND CON
121.7 306.9

D

SE-1, 21 OCT 2010 to 18 NOV 2010



SE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PADUCAH

BARKLEY RGNL (PAH) 12 W UTC-6(-5DT) N37°03.62' W88°46.38'

410 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE PAH

RWY 04-22: H6499X150 (ASPH-GRVD) S-76, D-99, 2S-118, 2D-170 HIRL 0.5% up SW

RWY 04: MALSR. Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5500X150 (ASPH-GRVD) S-75, D-100, 2D-170

MIRL 0.3% up SE

RWY 14: Thld dspcd 100' Tree.

RWY 32: REIL. PAPI(P4L). Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5400

RWY 22: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 32: TORA-5500 TODA-5500 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended 1030-0600Z. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hours PPR—call arpt manager 270-744-0521. National Weather Service on arpt call 270-744-6440. Rwy 04-22 surface condition not monitored 0600-1030Z. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 14-32, MALSR Rwy 04, PAPI Rwy 32, REIL Rwy 22 and Rwy 32, Twy lgts and lgtd windcone—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (270) 744-6719.**COMMUNICATIONS:** CTAF 119.6 UNICOM 122.95

PADUCAH RCO 122.5 122.2 (LOUISVILLE RADIO)

⑤ MEMPHIS CENTER APP/DEP CON 133.65

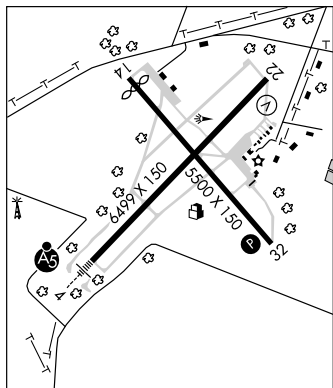
PADUCAH TOWER 119.6 (1200-0500Z) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0500Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.21' 042° 4.4 NM to fld. 480/03E.

BELLGRADE NDB (MHW) 254 BDD N37°08.73' W88°40.23' 224° 7.1 NM to fld.

ILS 108.5 I-PAH Rwy 04.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

PIKE CO-HATCHER FLD (See PIKEVILLE)

PIKEVILLE

PIKE CO-HATCHER FLD (PBX) 6 NW UTC-5(-4DT) N37°33.71' W82°33.98'

1473 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 09-27: H5350X100 (ASPH) S-30 MIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dspcd 350'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Thld dspcd 350'. Fence.

RWY 02-20: H3600X75 (ASPH) S-12 MIRL 0.4% up S

RWY 02: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

RWY 27: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun 1400-0000Z. For after hrs svc call 606-437-9548. Rwy 2-20 CLOSED indef. REIL and VASI Rwy 20 OTS indef. Rwy 02-20 MIRL OTS indef. Rwy 02-20 markings faded and obscured. ACTIVATE MIRL Rwy 02-20 and 09-27; REIL Rwy 02; 20; 09 and 27; VASI Rwy 02 and 20; PAPI Rwy 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.225 (606) 437-6701.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑤ INDIANAPOLIS CENTER APP/DEP CON 126.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48' W83°15.78' 077° 34.8 NM to fld. 1247/04W.

ILS/DME 109.7 I-PBX Chan 34 Rwy 27.

PIKEVILLE N37°38.27' W82°34.42'

RCO 122.05 (LOUISVILLE RADIO)

CINCINNATI

H-106, 12H, L-26H

IAP

CINCINNATI

L-26H

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Ramp exit Twy R4 short distance from Twy A.
	HS 4	Acft taxing on Twy B4 southeast bound sometimes fail to hold short of Rwy 23L
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-PAH	APP CRS	Rwy Idg	6499
<u>108.5</u>	045°	TDZE	410
		Apt Elev	410

ILS or LOC RWY 4
PADUCAH/BARKLEY RGNL (PAH)

T If local altimeter setting not received, use Mayfield
A altimeter setting and increase S-ILS 4 DA to 672,
and all MDAs 80 feet.

MALSR

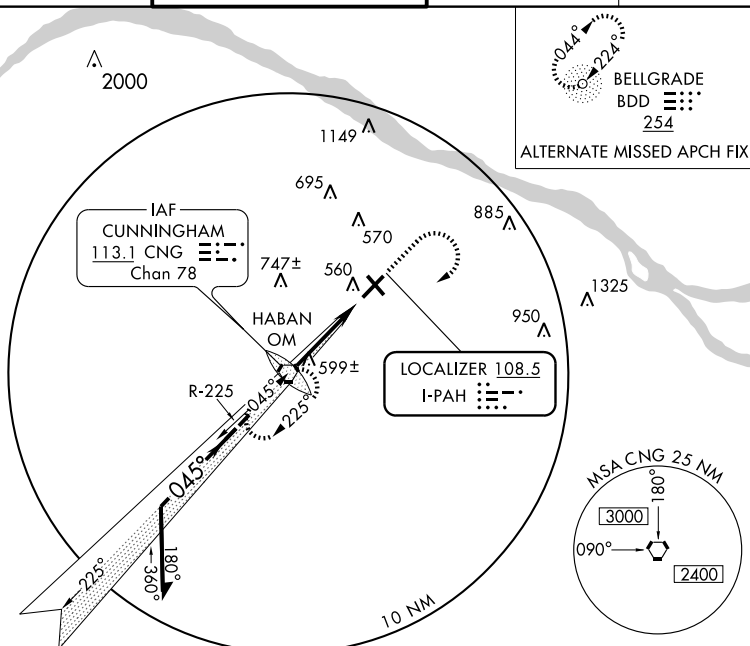
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS
118,375

MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
119.6 (CTAF) **L** 306.9

GND CON
121.7 306.9

UNICOM
122.95

Remain

2100

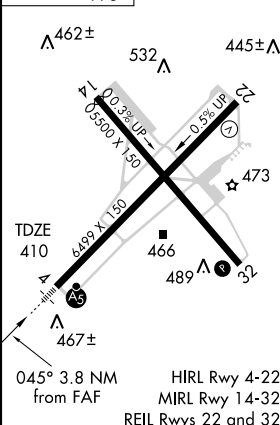
TCH 5d

VORTAC

1100

CNG

ELEV	410
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045° 3.8 NM HIRL Rwy 4-22
from FAF MIRL Rwy 14-32
REIL Rwy 22 and 32

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

PADUCAH, KENTUCKY

Amdt 9 10210

PADUCAH/BARKLEY RGNL (PAH)

ILS or LOC RWY 4

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010

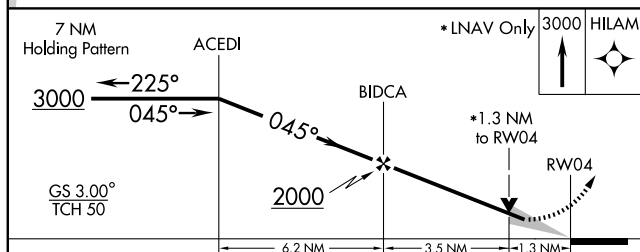
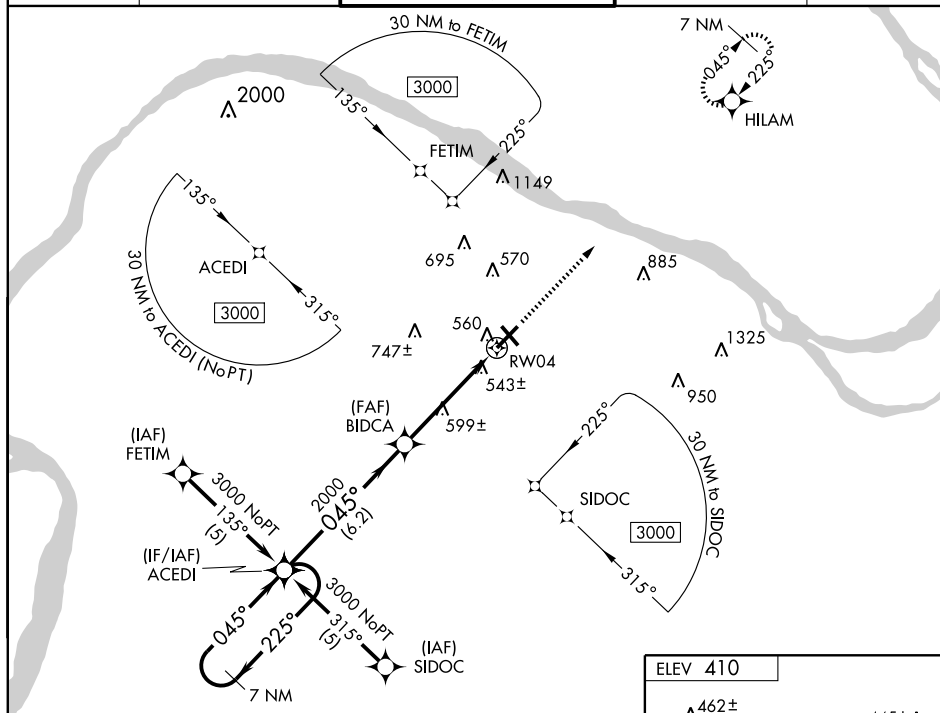
WAAS CH 93701 W04A	APP CRS 045°	Rwy Idg TDZE Apt Elev	6499 410 410
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RNAV (GPS) RWY 4

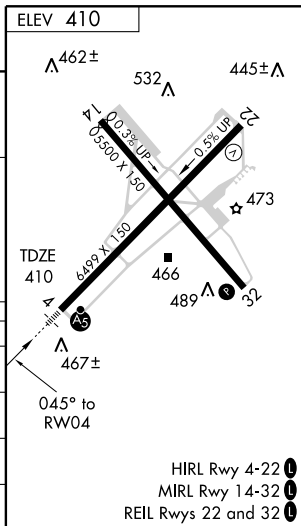
PADUCAH/BARKLEY RGNL (PAH)

- ▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Mayfield altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼.
- ▲ MISSED APPROACH: Climb to 3000 direct HILAM and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	756-¾		346 (400-¾)	
LNAV/VNAV DA	884-1¼		474 (500-1¼)	
LNAV MDA	860-½	450 (500-½)	860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1¾		960-2 550 (600-2)	



WAAS CH 49001 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	6499 401 410
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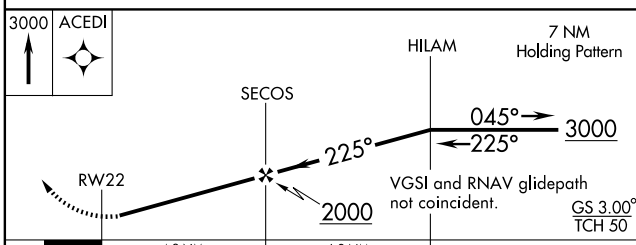
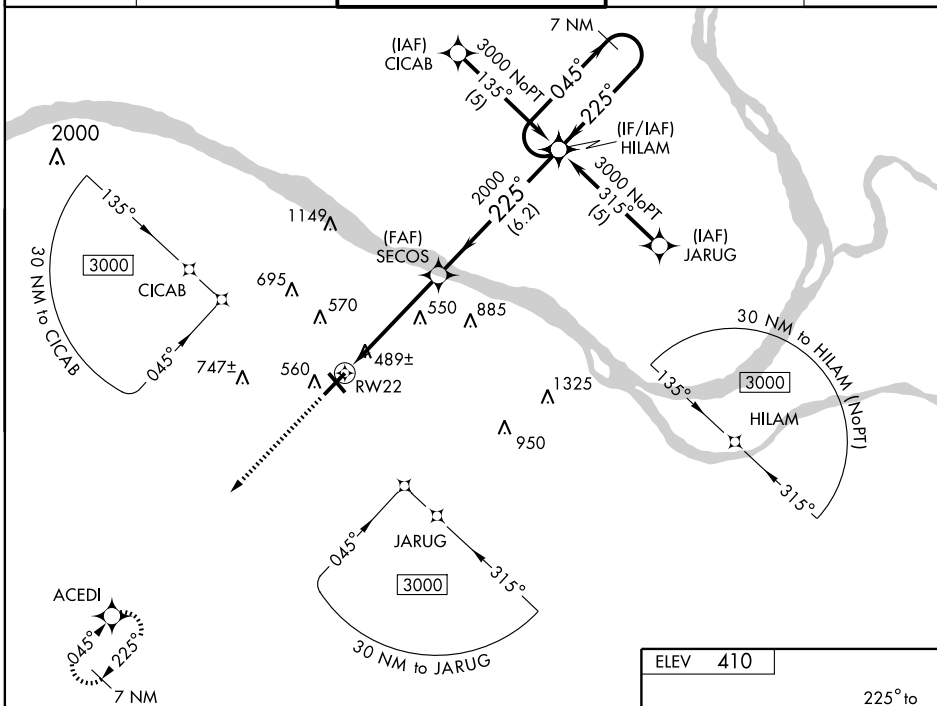
RNAV (GPS) RWY 22

PADUCAH/BARKLEY RGNL (PAH)

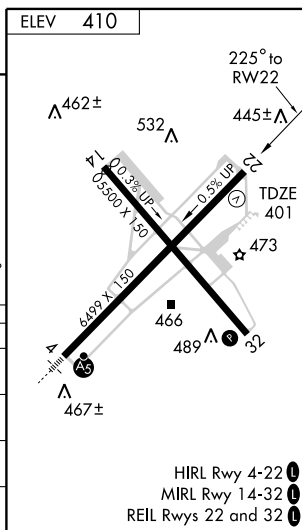
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA with Mayfield altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	677-1	276 (300-1)		
LNAV/DA	789-1½	388 (400-1½)		
LNAV MDA	800-1	399 (400-1)	800-1¼	399 (400-1¼)
CIRCLING	900-1½	490 (500-1½)	960-2	550 (600-2)



VORTAC CNG 113.1 Chan 78	APP CRS 221°	Rwy Idg 6499 TDZE 401 Apt Elev 410
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VOR/DME RWY 22
PADUCAH/BARKLEY RGNL (PAH)



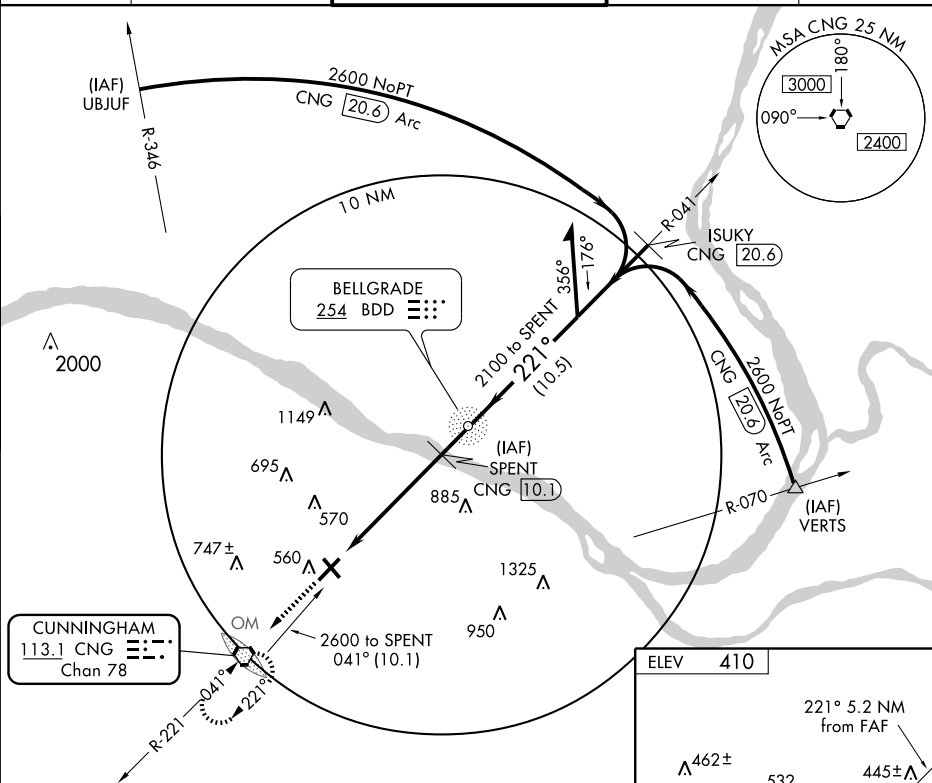
MISSED APPROACH: Climb to 2600
direct CNG VORTAC and hold.

ASOS
118.375

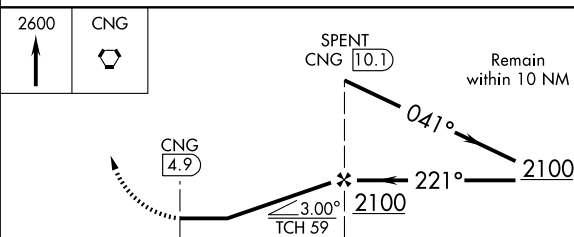
MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
119.6 (CTAF) **L** 306.9

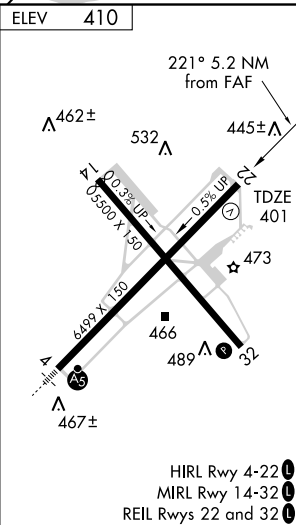
GND CON
121.7 306.9

UNICOM
122.95

SE-1. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-22	820-1	419 (500-1)	820-1¼	419 (500-1¼)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)



PADUCAH, KENTUCKY
Amdt 5 10210

37°04'N-88°46'W

PADUCAH/BARKLEY RGNL (PAH)
VOR/DME RWY 22

VORTAC CNG
113.1
 Chan **78**

APP CRS
042°

Rwy Idg **6499**
 TDZE **410**
 Apt Elev **410**

VOR RWY 4
 PADUCAH/ BARKLEY RGNL (PAH)

▼ If local altimeter setting not received, use Mayfield
 altimeter setting and increase all MDAs 80 feet.
 ▲ VDP NA when using Mayfield altimeter setting.

MALSR
 A5

MISSED APPROACH: Climb to 1100 then climbing
 right turn to 2100 direct CNG VORTAC and hold.

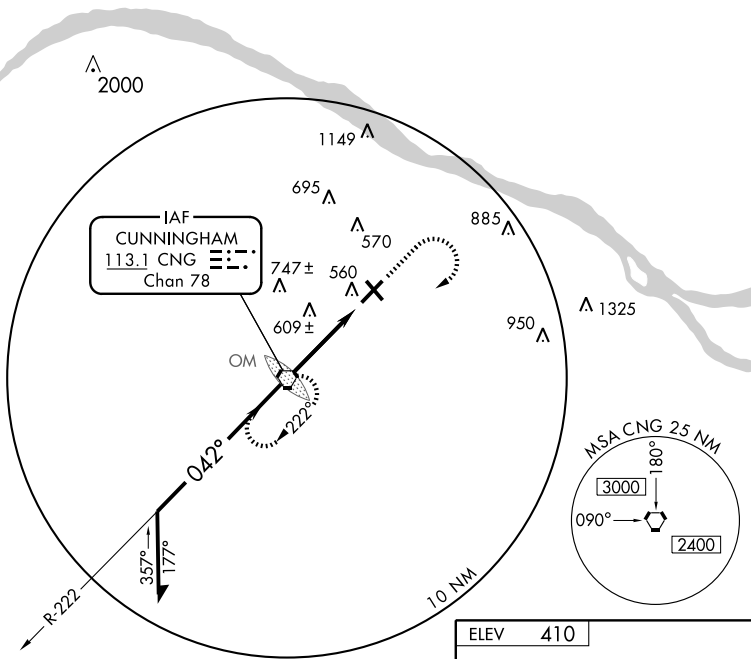
ASOS
118.375

MEMPHIS CENTER
133.65 292.15

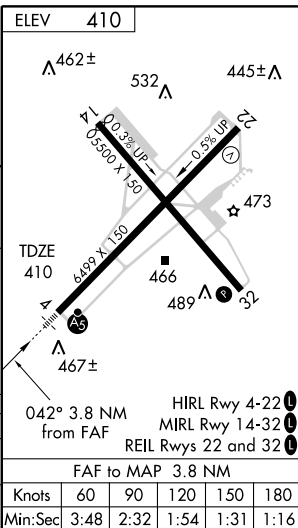
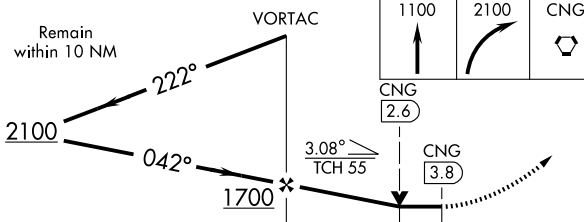
PADUCAH TOWER ★
119.6 (CTAF) 306.9

GND CON
121.7 306.9

UNICOM
122.95



Remain
 within 10 NM



CATEGORY	A	B	C	D
S-4	860-½	450 (500-½)	860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)

PADUCAH

BARKLEY RGNL (PAH) 12 W UTC-6(-5DT) N37°03.62' W88°46.38'

410 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE PAH

RWY 04-22: H6499X150 (ASPH-GRVD) S-76, D-99, 2S-118, 2D-170 HIRL 0.5% up SW

RWY 04: MALSR. Pole.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 59'. Trees.

RWY 14-32: H5500X150 (ASPH-GRVD) S-75, D-100, 2D-170

MIRL 0.3% up SE

RWY 14: Thld dspcd 100' Tree.

RWY 32: REIL. PAPI(P4L). Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5400

RWY 22: TORA-6499 TODA-6499 ASDA-6499 LDA-6499

RWY 32: TORA-5500 TODA-5500 ASDA-5400 LDA-5400

AIRPORT REMARKS: Attended 1030-0600Z. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hours PPR—call arpt manager 270-744-0521. National Weather Service on arpt call 270-744-6440. Rwy 04-22 surface condition not monitored 0600-1030Z. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 14-32, MALSR Rwy 04, PAPI Rwy 32, REIL Rwy 22 and Rwy 32, Twy lgts and lgtd windcone—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (270) 744-6719.**COMMUNICATIONS:** CTAF 119.6 UNICOM 122.95

PADUCAH RCO 122.5 122.2 (LOUISVILLE RADIO)

⑤ MEMPHIS CENTER APP/DEP CON 133.65

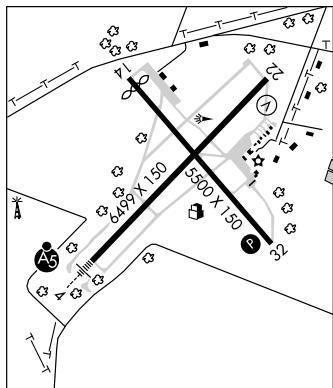
PADUCAH TOWER 119.6 (1200-0500Z) GND CON 121.7

AIRSPACE: CLASS D svc 1200-0500Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52' W88°50.21' 042° 4.4 NM to fld. 480/03E.

BELLGRADE NDB (MHW) 254 BDD N37°08.73' W88°40.23' 224° 7.1 NM to fld.

ILS 108.5 I-PAH Rwy 04.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

PIKE CO-HATCHER FLD (See PIKEVILLE)

PIKEVILLE

PIKE CO-HATCHER FLD (PBX) 6 NW UTC-5(-4DT) N37°33.71' W82°33.98'

1473 B S4 FUEL 100LL, JET A+ NOTAM FILE LOU

RWY 09-27: H5350X100 (ASPH) S-30 MIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dspcd 350'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Thld dspcd 350'. Fence.

RWY 02-20: H3600X75 (ASPH) S-12 MIRL 0.4% up S

RWY 02: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

RWY 27: TORA-5350 TODA-5350 ASDA-5000 LDA-4650

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun 1400-0000Z. For after hrs svc call 606-437-9548. Rwy 2-20 CLOSED indef. REIL and VASI Rwy 20 OTS indef. Rwy 02-20 MIRL OTS indef. Rwy 02-20 markings faded and obscured. ACTIVATE MIRL Rwy 02-20 and 09-27; REIL Rwy 02; 20; 09 and 27; VASI Rwy 02 and 20; PAPI Rwy 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.225 (606) 437-6701.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑤ INDIANAPOLIS CENTER APP/DEP CON 126.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

HAZARD (L) VOR/DME 111.2 AZQ Chan 49 N37°23.48' W83°15.78' 077° 34.8 NM to fld. 1247/04W.

ILS/DME 109.7 I-PBX Chan 34 Rwy 27.

PIKEVILLE N37°38.27' W82°34.42'

RCO 122.05 (LOUISVILLE RADIO)

CINCINNATI

H-106, 12H, L-26H

IAP

CINCINNATI

L-26H

LOC/DME I-PBX
109.7
Chan **34**

APP CRS
273°

Rwy Idg **4650**
TDZE **1466**
Apt Elev **1473**

ILS or LOC/DME RWY 27

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase S-ILS 27 DA to 1762 and all MDA 100 feet; increase S-LOC 27 visibility Cat B ¼ mile and Cat C ½ mile; increase Circling visibility Cat B and C ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct AZQ VOR/DME and hold.

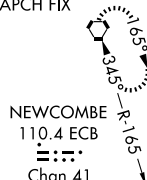
AWOS-3
121.225

INDIANAPOLIS CENTER
126.575 257.850

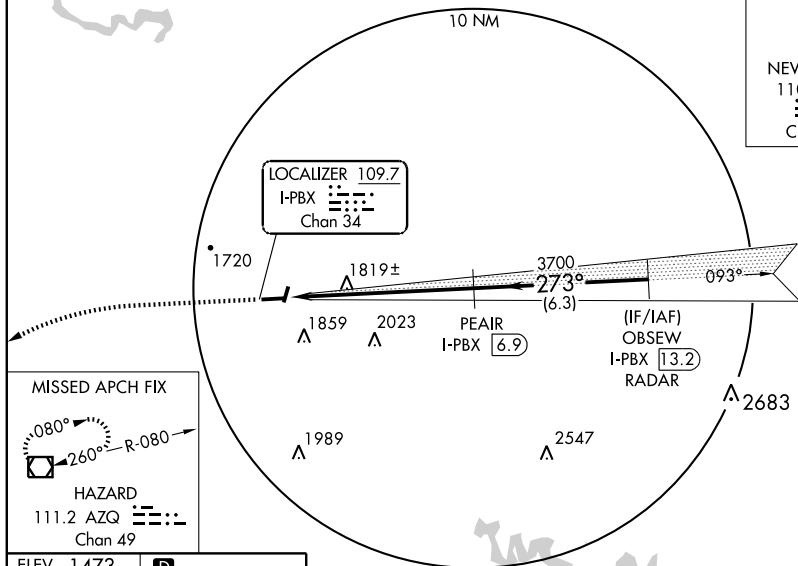
UNICOM
122.8 (CTAF) 0

RADAR REQUIRED

ALTERNATE MISSED
APCH FIX

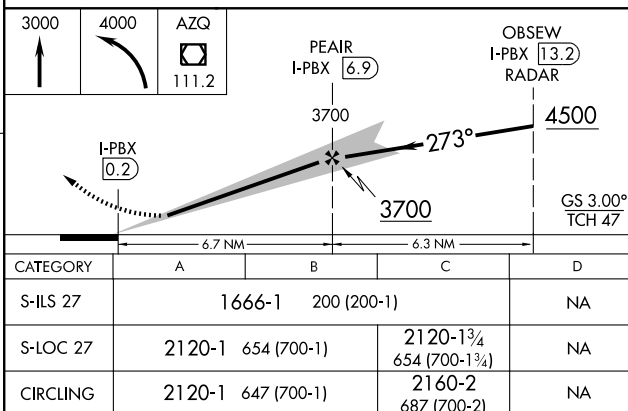
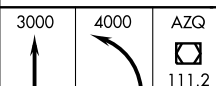
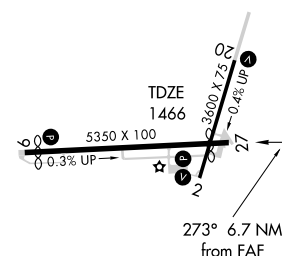


LOCALIZER 109.7
I-PBX
Chan 34



ELEV 1473

D



MIRL Rwy 2-20 and 9-27
REIL Rwy 2, 9, 20 and 27

PIKEVILLE, KENTUCKY

Amdt 1 22OCT09

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

37°34'N-82°34'W

ILS or LOC/DME RWY 27

SE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS 093°	Rwy Ldg 4650
	TDZE 1454
	Apt Elev 1473

RNAV (GPS) RWY 9

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

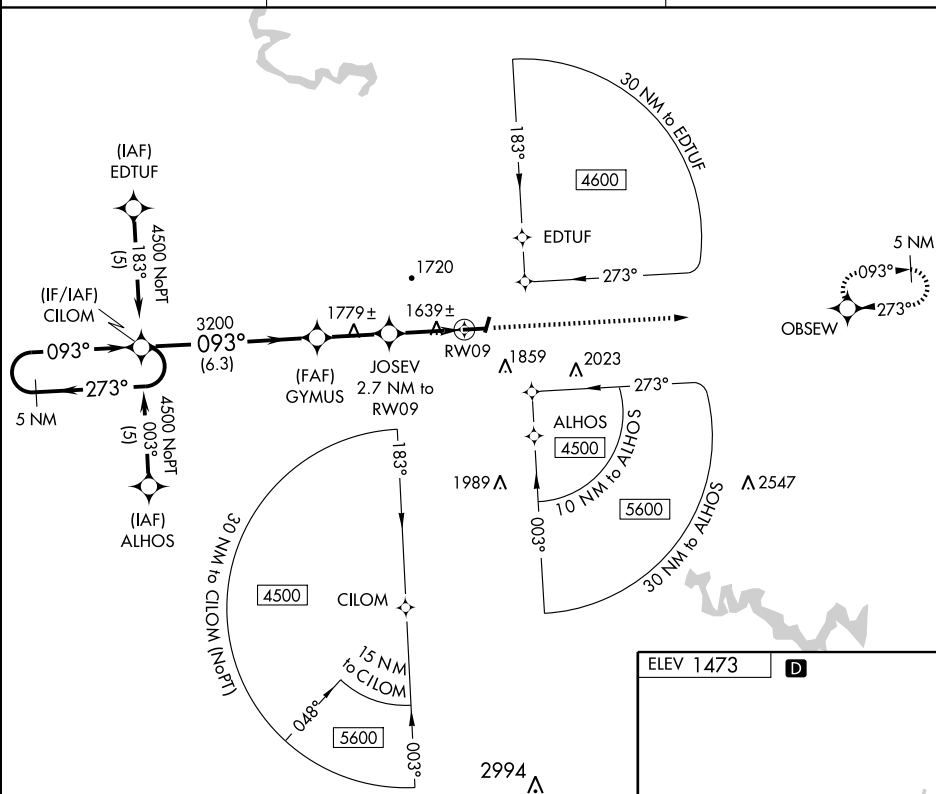
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

AWOS-3
121.225

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.8 (CTAF)



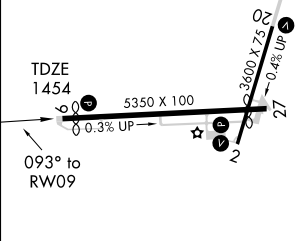
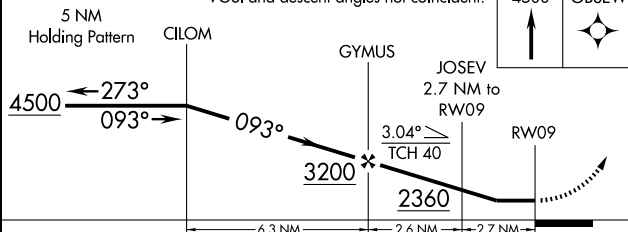
ELEV 1473

D

VGSIs and descent angles not coincident.

4500

OBSEW



CATEGORY	A	B	C	D
LNNAV MDA	1960-1 527 (600-1)	506 (500-1)	1960-1½ 506 (500-1½)	NA
CIRCLING	2000-1 527 (600-1)	2080-1 607 (700-1)	2160-2 687 (700-2)	NA

MIRL Rwy 2-20 and 9-27
 REIL Rwy 2, 9, 20, and 27

APP CRS 273°	Rwy Ldg TDZE Apt Elev	4650 1466 1473
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RNAV (GPS) RWY 27

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)



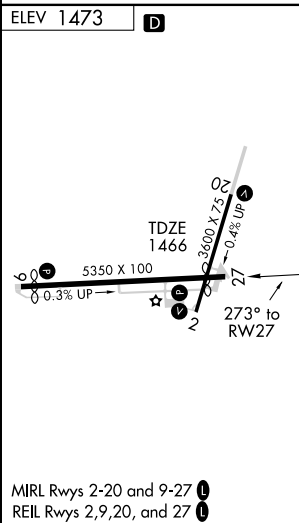
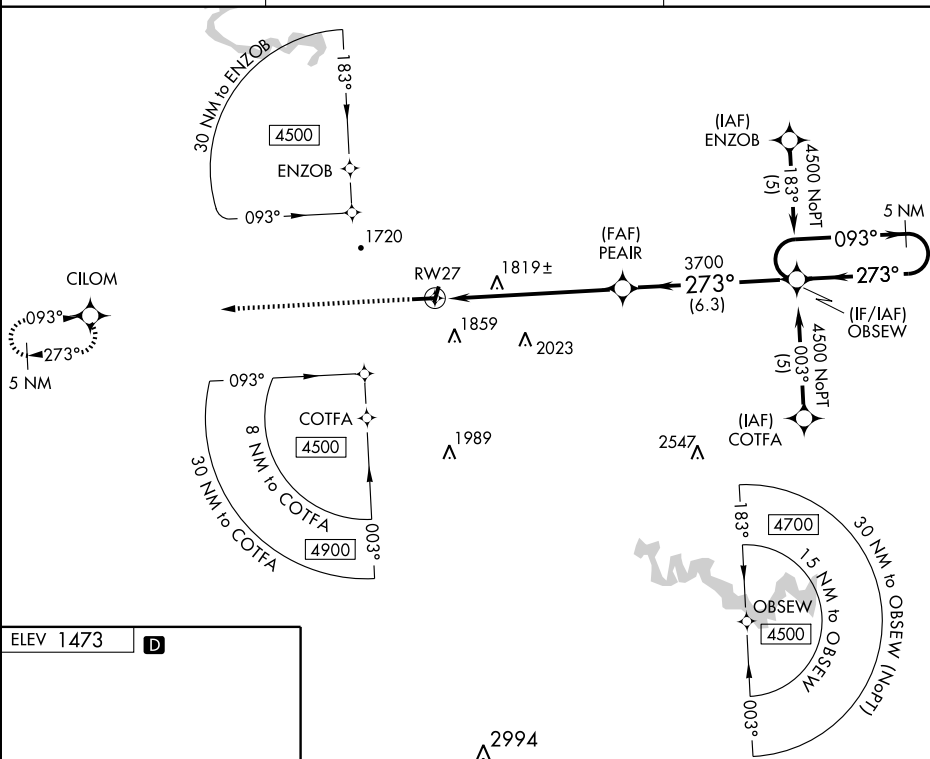
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and LNAV visibility Cat B $\frac{1}{4}$ mile, and Cat C $\frac{1}{2}$ mile, and Circling visibility Cat B and C $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3
121.225

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.8 (CTAF) 0



4500

↑

CILOM

✦

OBSEW

5 NM Holding Pattern

PEAIR

✱

RW27

3700

273°

093°

4500

3.06°

TCH 47

6.7 NM

6.3 NM

CATEGORY	A	B	C	D
LNAV MDA	2120-1	654 (700-1)	2120-1 ¾ 654 (700-1 ¾)	NA
CIRCLING	2120-1	647 (700-1)	2160-2 687 (700-2)	NA

PINE KNOT

McCREARY CO (181) 3 NW UTC-5(-4DT) N36°41.72' W84°23.49'

CINCINNATI

1370 B FUEL 100LL NOTAM FILE LOU

L-25A

RWY 04-22: H3000X75 (ASPH) S-8 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 20'. Trees.

Rwy 22: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

AIRPORT REMARKS: Unattended. 24 hr credit card svc avbl for fuel.

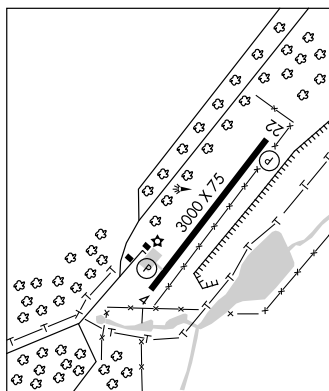
ACTIVATE MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22—122.9.

COMMUNICATIONS: CTAF/UNICOM 123.05

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99'

W84°06.60' 217° 24.4 NM to fld. 1245/03W. HIWAS.



PRESTONSBURG

BIG SANDY RGNL (K22) 9NE UTC-5(-4DT) N37°45.06' W82°38.20'

CINCINNATI

1221 B FUEL 100LL, JET A1+ NOTAM FILE LOU

H-10G, 12H, L-26H

RWY 03-21: H5000X100 (ASPH) S-30 MIRL 1.0% up NE

IAP

RWY 03: REIL. PAPI(P4L)—GA 4.0° TCH 28'. Pole.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 28'.

AIRPORT REMARKS: Attended 1300Z±—Dusk. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03-21 and REIL

Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (606) 298-4143.

COMMUNICATIONS: CTAF/UNICOM 123.05

® HUNTINGTON APP/DEP 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEWCOMBE (L) VORTAC 110.4 ECB Chan 41 N38°09.50' W82°54.60' 154° 27.7 NM to fld. 1070/02W.

PRINCETON-CALDWELL CO (2MØ) 2 NE UTC-6(-5DT) N37°06.91' W87°51.42'

ST LOUIS

584 B FUEL 100LL NOTAM FILE LOU

L-161

RWY 05-23: H4099X76 (ASPH) S-12 MIRL

RWY 05: Berm. RWY 23: Trees.

AIRPORT REMARKS: Unattended. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95' W87°15.82' 242° 32.6 NM to fld. 450/01W.

PROVIDENCE-WEBSTER CO (8M9) 2 NE UTC-6(-5DT) N37°25.49' W87°44.17'

ST LOUIS

393 B NOTAM FILE LOU

L-161

RWY 16-34: H3800X70 (ASPH) S-7.5 MIRL

RWY 16: Trees. RWY 34: Trees.

AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt.

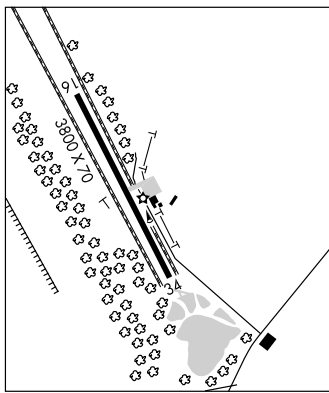
ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

CENTRAL CITY (L) VORTAC 109.8 CCT Chan 35 N37°22.95'

W87°15.82' 278° 22.7 NM to fld. 450/01W.



APP CRS **036°**
Rwy Idg **5000**
TDZE **1210**
Apt Elev **1221**

RNAV (GPS) RWY 3

PRESTONSBURG/ BIG SANDY RGNL (K22)



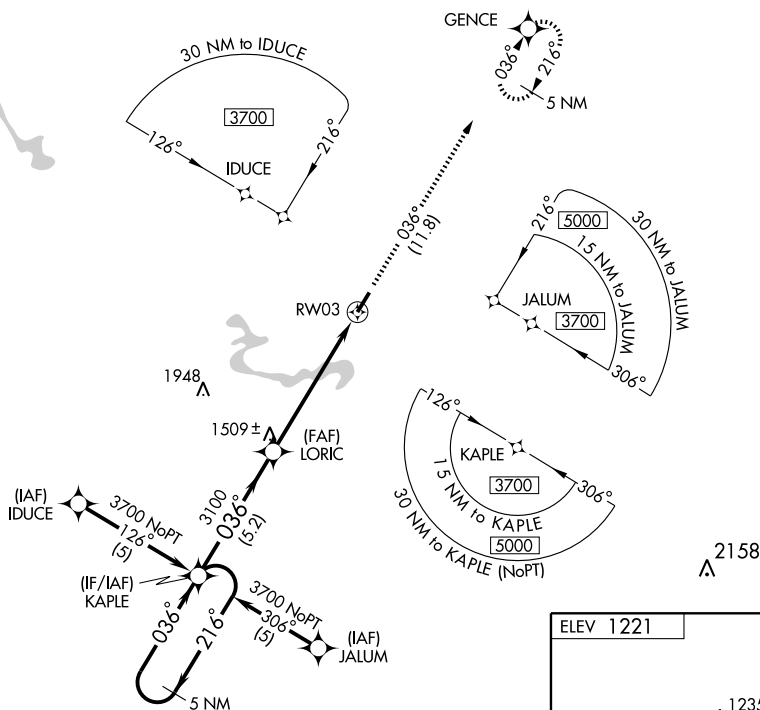
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 036° course to
GENCE WP and hold.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05 (CTAF) 0



5 NM
Holding Pattern

3700 ← 216°
→ 036°

VGSI and descent
angles not coincident.

KAPLE

LORIC

3500
↑
CRS 036°

GENCE

3100

3.05°
TCH 45

RW03

5.2 NM

5.8 NM

CATEGORY

A

B

C

D

LNAV MDA

1680-1

470 (500-1)

1680-1¼

470 (500-1¼)

1680-1½

470 (500-1½)

CIRCLING

1840-1

619 (700-1)

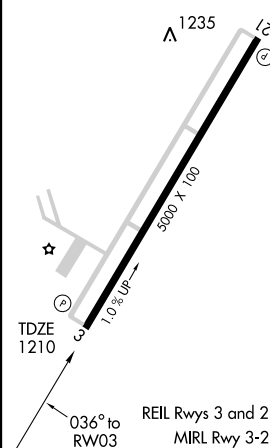
1840-1¾

619 (700-1¾)

1840-2

619 (700-2)

ELEV 1221



WAAS CH 77801 W21A	APP CRS 216°	Rwy Idg TDZE Apt Elev	5000 1221 1221
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RNAV (GPS) RWY 21

PRESTONSBURG/BIG SANDY RGNL (K22)

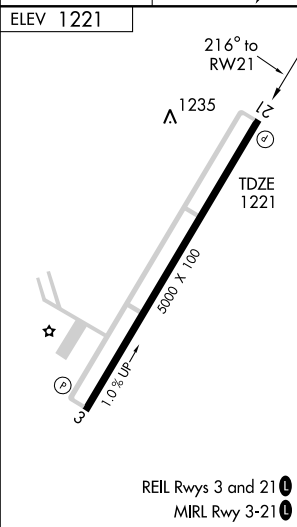
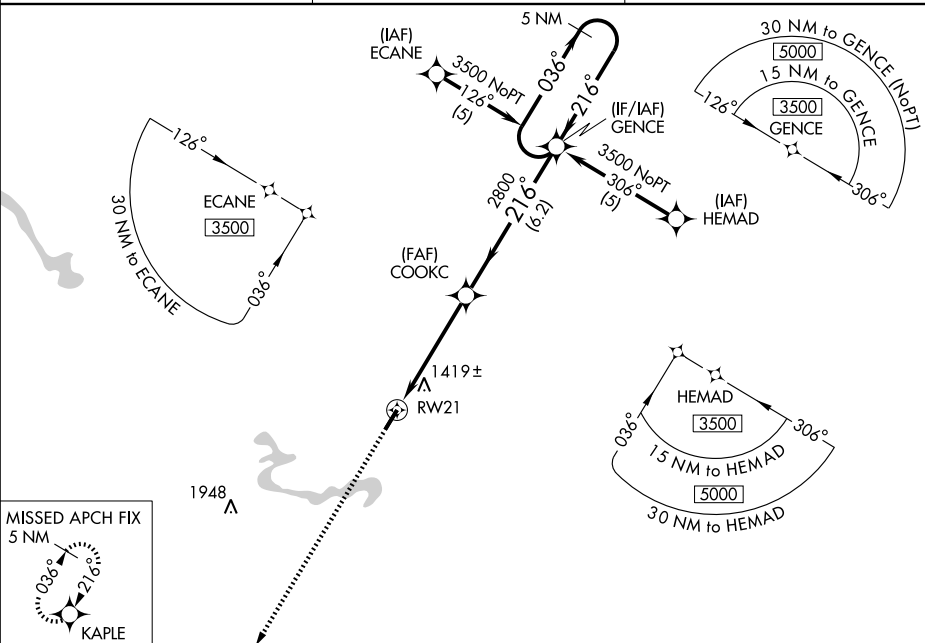
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pikeville altimeter setting and increase LPV DA to 1534 feet; LNAV/VNAV DA to 1802 feet and all MDAs 80 feet.
 Baro-VNAV and VDP NA when using Pikeville altimeter setting.

MISSED APPROACH:
Climb to 3700 direct KAPLE and hold.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05 (CTAF) ①



3700 KAPLE		VGSI and RNAV glidepath not coincident.		5 NM Holding Pattern	
*LNAV Only.		COOKC		GENCE	
RW21		1.4 NM to RW21		216°	
1.4		3.4 NM		036°	
2800		6.2 NM		3500	
CATEGORY	A	B	C	D	
LPV DA	1471-1 250 (300-1)				
LNAV/VNAV DA	1739-1¾ 518 (600-1¾)				
LNAV MDA	1680-1	459 (500-1)	1680-1¼ 459 (500-1¼)	1680-1½ 459 (500-1½)	
CIRCLING	1840-1	619 (700-1)	1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)	

VORTAC ECB 110.4 Chan 41	APP CRS 154°	Rwy Idg TDZE Apt Elev	N/A N/A 1221
--	------------------------	-----------------------------	---

VOR/DME-A

PRESTONSBURG/ BIG SANDY RGNL (K22)

MISSED APPROACH: Climbing left turn to 3000 via ECB R-154 to CICLE/ECB 22 DME and hold.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05 (CTAF) 0

IAF
NEWCOMBE
110.4 ECB Chan 41

10 NM

3000
154°
(17)

FOST
ECB 17

3000
(5)

1578 ±
CICLE
ECB 22

1539 ±
FATOB
ECB 27.4

1948
△

MSA ECB 25 NM

3000

ELEV 1221

154° 5.4 NM
from FAF

△ 1235

REIL Rwy 3 and 21

MIRL Rwy 3-21

Procedure
Turn NA

VORTAC

FOST
ECB 17

CICLE
ECB 22

3000
ECB R-154
110.4

CICLE
ECB 22

FATOB
ECB 27.4

3000

3000

3000

17 NM

5 NM

5.4 NM

CATEGORY

A
1840-1
619 (700-1)

B
1840-1¼
619 (700-1¼)

C
1840-1¾
619 (700-1¾)

D
1840-2
619 (700-2)

Knots

60

90

120

150

180

Min:Sec

RICHMOND

MADISON (I39) 8 SW UTC-5(-4DT) N37°37.85' W84°19.94'

1002 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 18-36: H4500X100 (ASPH) S-12.5 MIRL 0.7% up S

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 22'. Thld displcd 90'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun

1700-2200Z. Fuel 24 hr self svc, JET A+, 100LL. Rwy 18-36 cracking with water/sediment weeping on both sides of rwy sfc.

ACTIVATE MIRL, PAPI and REIL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (859) 985-5969.

COMMUNICATIONS: CTAF/UNICOM 122.8

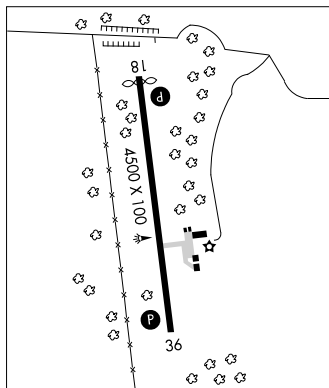
MADISON RCO 122.3 (LOUISVILLE RADIO)

Ⓡ LEXINGTON APP/DEP CON 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 162° 21.2 NM to fld. 1039/00E.



CINCINNATI

L-26F

IAP

ROUGH RIVER STATE PARK (See FALLS-OF-ROUGH)

RUSSELL CO (See JAMESTOWN)

RUSSELLVILLE-LOGAN CO (4M7) 4 SE UTC-6(-5DT) N36°48.00' W86°48.61'

689 B S2 FUEL 100LL, JET A NOTAM FILE LOU

RWY 06-24: H3999X75(ASPH) S-12.5 MIRL 0.9% up SW

RWY 06: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended dalgt hours. VASIs opr dusk-dawn. Rwy 06

and 24 REIL OTS indef. ACTIVATE VASI Rws 06 and 24—CTAF.

Dusk-dawn ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

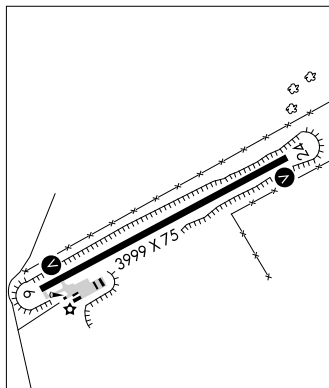
Ⓡ MEMPHIS CENTER APP/DEP CON 133.85

RADIO AIDS TO NAVIGATIONS: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 245° 19.3 NM to fld.

565/02E.



ST LOUIS

L-161

IAP

SAMUELS FLD (See BARDSTOWN)

SCREAMING EAGLE N36°40.59' W87°29.51' NOTAM FILE LOU.

(L) TACAN Chan 96 HXW (114.9) at Campbell AAF. 572/1W.

TACAN unusable:

045°-065° bvd 21 NM

066°-044°

ST LOUIS

L-161

WAAS CH 63114 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	4410 985 1002
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RNAV (GPS) RWY 18

RICHMOND/MADISON (I39)

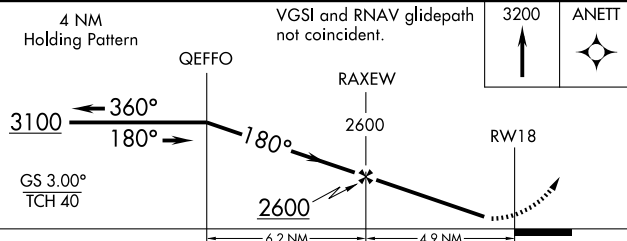
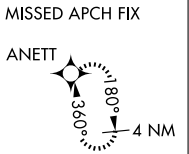
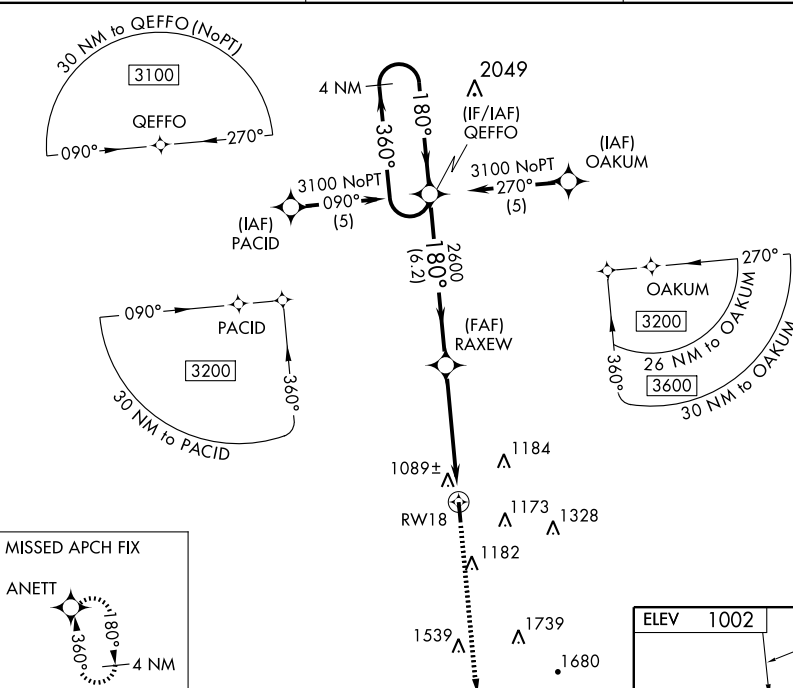
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Lexington altimeter setting. When local altimeter setting not received use Lexington altimeter setting and increase all DA 67 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MISSED APPROACH:
Climb to 3200 direct
ANETT and hold.

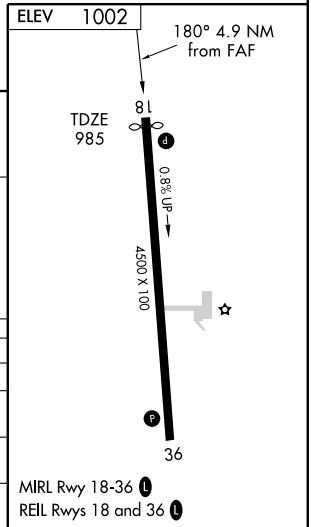
AWOS-3
119.625

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	1235-1	250 (300-1)		
LNAV/VNAV DA	1378-1½	393 (400-1½)		
LNAV MDA	1460-1 475 (500-1)	1460-1¼ 475 (500-1¼)	1460-1½ 475 (500-1½)	
CIRCLING	1480-1 478 (500-1)	1480-1½ 478 (500-1½)	1560-2 558 (600-2)	



VORTAC HYK	APP CRS	Rwy Idg	4410
112.6	161°	TDZE	985
Chan 73		Apt Elev	1002

VOR/DME RWY 18

RICHMOND/MADISON (I39)


Visibility reduction by helicopters NA.
When local altimeter setting not received use Lexington altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 2600 via HYK VORTAC R-161 to HAGEN/15 DME and hold.

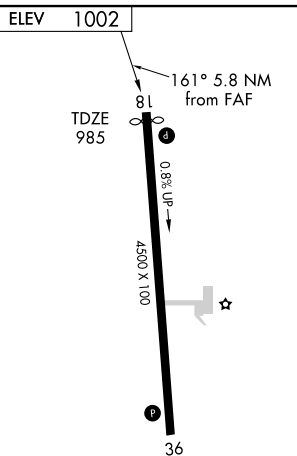
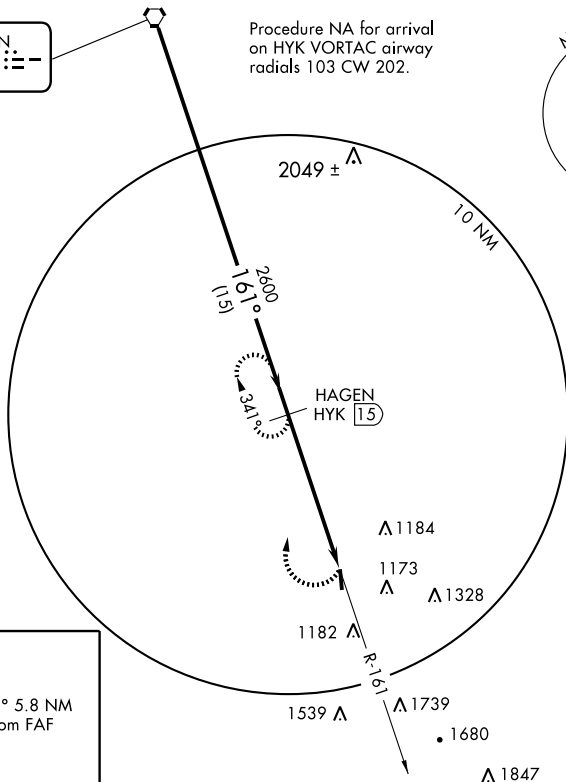
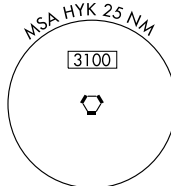
AWOS-3
119.625

LEXINGTON APP CON
120.15 259.3


UNICOM
122.8 (CTAF) **0**

IF/IAF
LEXINGTON
112.6 HYK 
Chan 73

Procedure NA for arrival
on HYK VORTAC airway
radials 103 CW 202.



MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**

VORTAC		HAGEN HYK 15		 2600 HYK R-161	HAGEN HYK 15
2800		161°		2600 *	
Procedure Turn NA		15 NM		5.8 NM	
CATEGORY		A	B	C	D
S-18	1460-1	1460-1¼	1460-1½	1460-1¾	
	475 (500-1)	475 (500-1¼)	475 (500-1½)	475 (500-1¾)	
CIRCLING	1480-1	1480-1¼	1480-1½	1560-2	
	478 (500-1)	478 (500-1¼)	478 (500-1½)	558 (600-2)	

RICHMOND

MADISON (I39) 8 SW UTC-5(-4DT) N37°37.85' W84°19.94'

CINCINNATI

1002 B FUEL 100LL, JET A1+ NOTAM FILE LOU

L-26F

RWY 18-36: H4500X100 (ASPH) S-12.5 MIRL 0.7% up S

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 22'. Thld displcd 90'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z+, Sun

1700-2200Z+. Fuel 24 hr self svc, JET A+, 100LL. Rwy 18-36 cracking with water/sediment weeping on both sides of rwy sfc.

ACTIVATE MIRL, PAPI and REIL Rwy 18-36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (859) 985-5969.

COMMUNICATIONS: CTAF/UNICOM 122.8

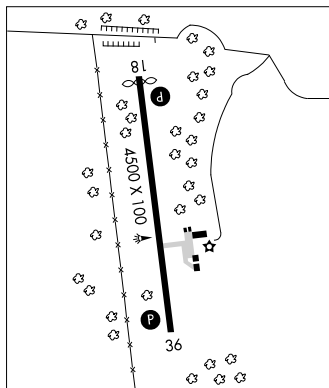
MADISON RCO 122.3 (LOUISVILLE RADIO)

® LEXINGTON APP/DEP CON 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 162° 21.2 NM to fld. 1039/00E.



ROUGH RIVER STATE PARK (See FALLS-OF-ROUGH)

RUSSELL CO (See JAMESTOWN)

RUSSELLVILLE-LOGAN CO (4M7) 4 SE UTC-6(-5DT) N36°48.00' W86°48.61'

ST LOUIS

689 B S2 FUEL 100LL, JET A NOTAM FILE LOU

L-161

RWY 06-24: H3999X75(ASPH) S-12.5 MIRL 0.9% up SW

IAP

RWY 06: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended dalgt hours. VASIs opr dusk-dawn. Rwy 06

and 24 REIL OTS indef. ACTIVATE VASI Rws 06 and 24—CTAF.

Dusk-dawn ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

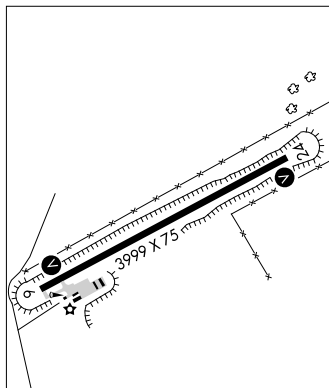
® MEMPHIS CENTER APP/DEP CON 133.85

RADIO AIDS TO NAVIGATIONS: NOTAM FILE BWG.

BOWLING GREEN (H) VORTACW 117.9 BWG Chan

126 N36°55.73' W86°26.61' 245° 19.3 NM to fld.

565/02E.



SAMUELS FLD (See BARDSTOWN)

SCREAMING EAGLE N36°40.59' W87°29.51' NOTAM FILE LOU.

ST LOUIS

(L) TACAN Chan 96 HXW (114.9) at Campbell AAF. 572/1W.

L-161

TACAN unusable:

045°-065° bvd 21 NM

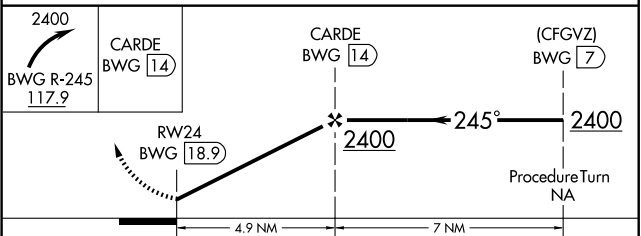
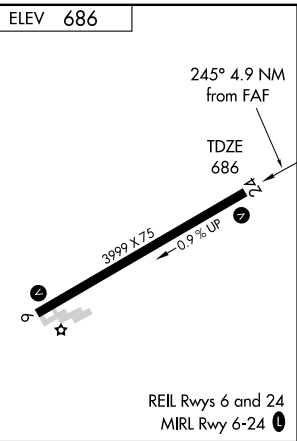
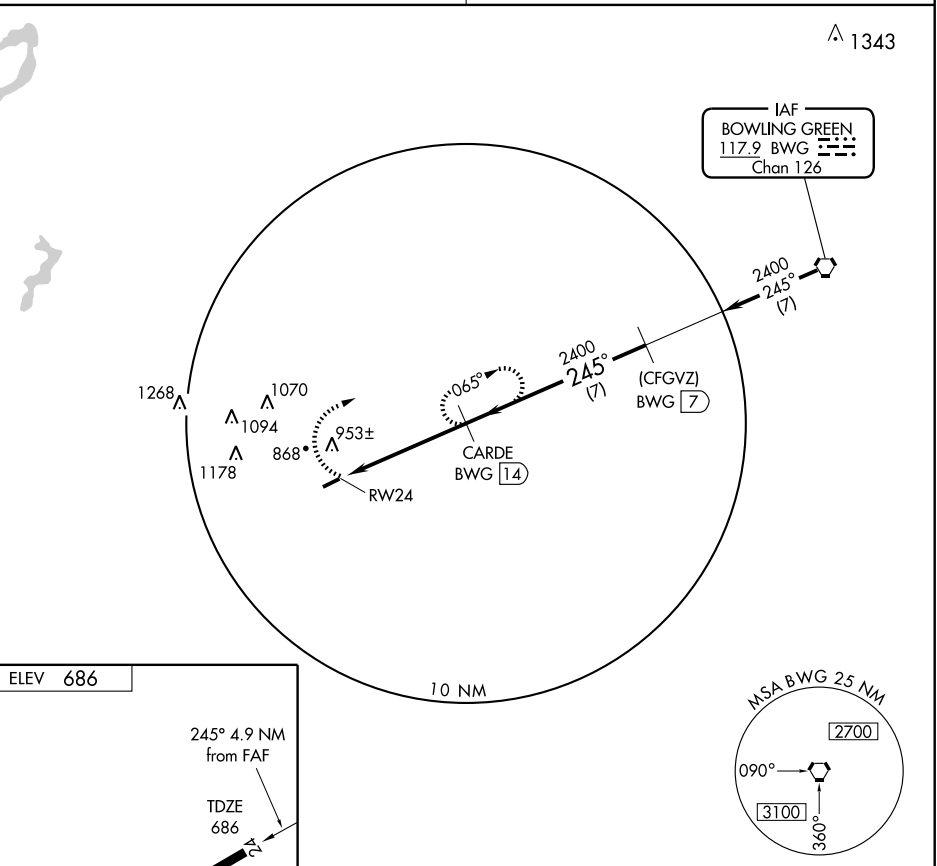
066°-044°

VORTAC BWG 117.9 Chan 126	APP CRS 245°	Rwy Idg TDZE Apt Elev 3999 686 686
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VOR/DME or GPS RWY 24

RUSSELLVILLE-LOGAN COUNTY (4M7)

<p>NA</p> <p>Use Bowling Green altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 2400 via BWG R-245 CARDE/14 DME and hold.</p>
<p>MEMPHIS CENTER 133.85 317.6</p>	<p>UNICOM 122.7 (CTAF) 1</p>



Knots	60	90	120	150	180	CATEGORY	A	B	C	D
S-24							1280-1	594 (600-1)		NA
CIRCLING							1340-1	654 (700-1)		NA

SOMERSET

LAKE CUMBERLAND RGNL (SME) 3 S UTC-5(-4DT) N37°03.22' W84°36.94'

CINCINNATI

927 B FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE SME

H-9A, L-26F

RWY 05-23: H5800X100 (ASPH) S-40, D-70, 2D-125 MIRL

IAP

RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 44'. Thld dsplcd 513'.
Ground.RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 41'. Thld dsplcd 300'.
Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5800 TODA-5800 ASDA-5800 LDA-5287

RWY 23: TORA-5800 TODA-5800 ASDA-5800 LDA-5500

AIRPORT REMARKS: Attended 1200Z±-dusk. Index A ARFF equip avbl only during scheduled air carrier ops. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 606-678-4554.

WEATHER DATA SOURCES: AWOS-3 120.050 (606) 679-5710.

COMMUNICATIONS: CTAF/UNICOM 122.8

SOMERSET RCO 122.55 (LOUISVILLE RADIO)

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

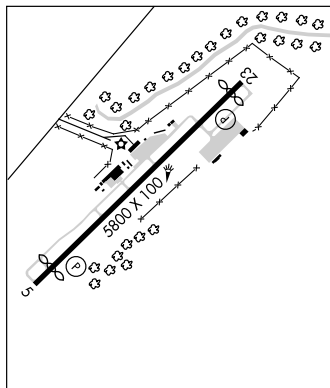
LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99'

W84°06.60' 276° 24.3 NM to fld. 1245/03W. HIWAS.

CUMBERLAND RIVER NDB (MHW) 388 CDX N36°59.77'

W84°40.88' 048° 4.7 NM to fld. NOTAM FILE LOU. NDB unmonitored.

ILS/DME 109.3 I-SME Chan 30 Rwy 05. GS unusable byd 3° left of centerline and byd 8° right of centerline. Autopilot coupled opch blo 1,620 ft not authorized.



SPRINGFIELD N37°38.08' W85°14.19' NOTAM FILE LOU.

ST LOUIS

NDB (MHW) 429 IKY at Lebanon-Springfield.

L-26F

SPRINGFIELD

LEBANON-SPRINGFIELD (612) 3 S UTC-5(-4DT) N37°38.01' W85°14.51'

ST LOUIS

866 B FUEL 100LL, JET A NOTAM FILE LOU

H-5E, 10F, L-26F

RWY 11-29: H5000X75 (ASPH) S-10 MIRL 0.8% up E

IAP

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 125'.
Trees.RWY 29: REIL. PAPI(P4L)—GA 3.3° TCH 27'. Thld dsplcd 200'.
Trees.

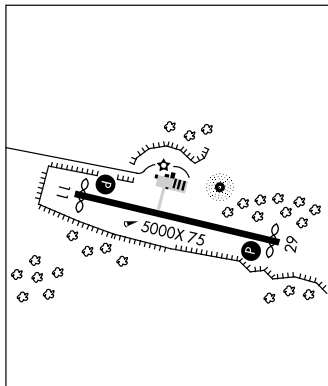
AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z±, Sun 1800-2200Z±. Ultralight activity invof arpt. ACTIVATE MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.725 (866) 754-5623.

COMMUNICATIONS: CTAF/UNICOM 122.8

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 089° 20.7 NM to fld. 960/01E.SPRINGFIELD NDB (MHW) 429 IKY N37°38.08' W85°14.19'
at fld.

LOC/DME I-SME 109.3 Chan 30	APP CRS 048°	Rwy Idg TDZE Apt Elev 927	5287 927
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ILS or LOC/DME RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello
altimeter setting and increase DA 44 feet and all MDA 60 feet;
increase Circling Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2000 then
climbing right turn to 3000 direct CDX NDB
and hold, continue climb-in-hold to 3000.

AWOS-3
120.050

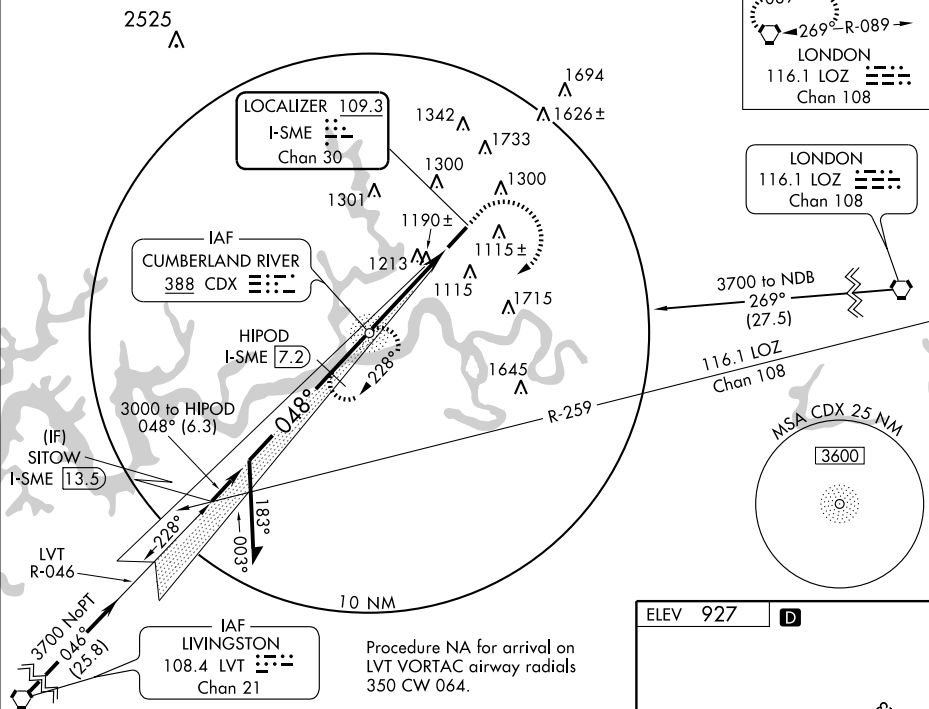
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

ALT MISSED APCH FIX

089°
269°-R-089
LONDON
116.1 LOZ
Chan 108

LONDON
116.1 LOZ
Chan 108



Procedure NA for arrival on
LVT VORTAC airway radials
350 CW 064.

Remain
within 10 NM

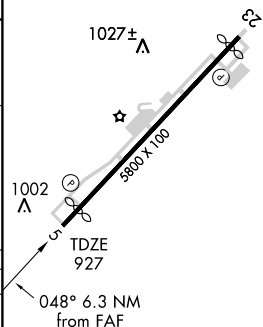
228° NDB 6000
HIPOD I-SME [7.2]
3000 048° 3000
GS 3.00°
TCH 59
3000
6.3 NM

2000 3000 CDX
VGSI and ILS Glidepath
not coincident.
I-SME [0.9]

CATEGORY	A	B	C	D
S-ILS 5	1482-2 555 (600-2)			
S-LOC 5	1460-1	533 (600-1)	1460-1½ 533 (600-1½)	1460-1¾ 533 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

ELEV 927

D



MIRL Rwy 5-23
REIL Rws 5 and 23

APP CRS **243°**
Rwy Idg **5500**
TDZE **927**
Apt Elev **927**

RNAV (GPS) RWY 23

SOMERSET / LAKE CUMBERLAND RGNL (SME)

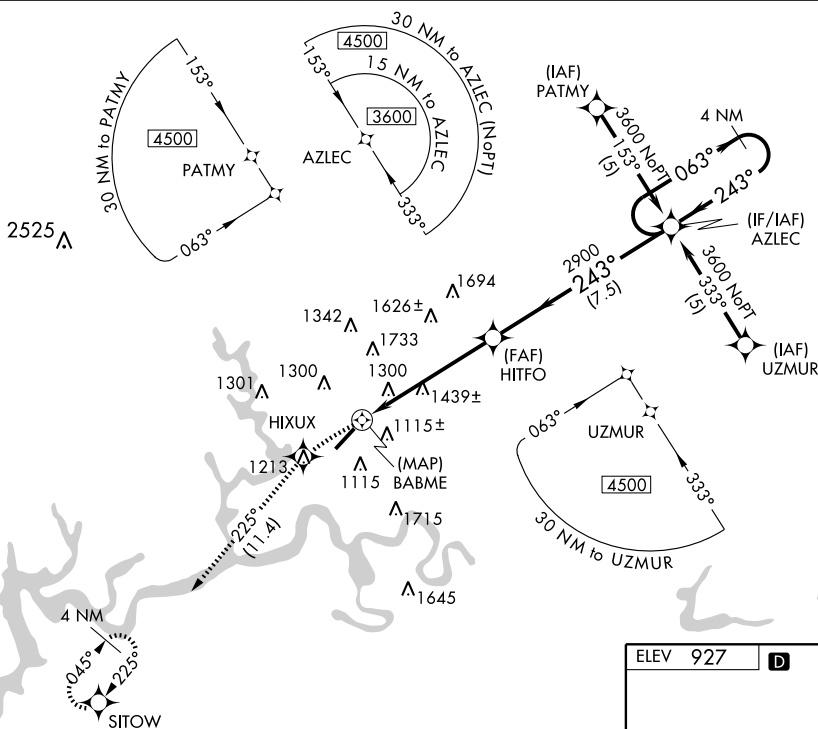
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use London altimeter setting and increase all MDAs 180 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct HIXUX and via 225° track to SITOW and hold.

AWOS-3
120.050

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

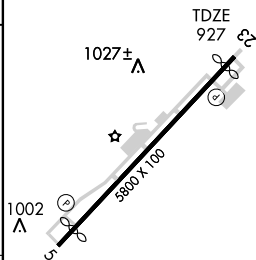
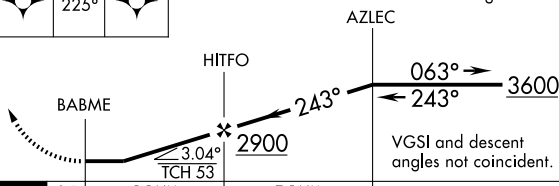


ELEV 927

D



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1700-1 773 (800-1)	1700-1¼ 773 (800-1¼)	1700-2¼ 773 (800-2¼)	1700-2½ 773 (800-2½)
CIRCLING	1700-1 773 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)

MIRL Rwy 5-23
REIL Rwy 5 and 23

SOMERSET, KENTUCKY
Amdt 1 10266

SOMERSET / LAKE CUMBERLAND RGNL (SME)

37°03'N - 84°37'W

RNAV (GPS) RWY 23

APP CRS **048°**
Rwy Idg **5287**
TDZE **927**
Apt Elev **927**

RNAV (GPS) Y RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

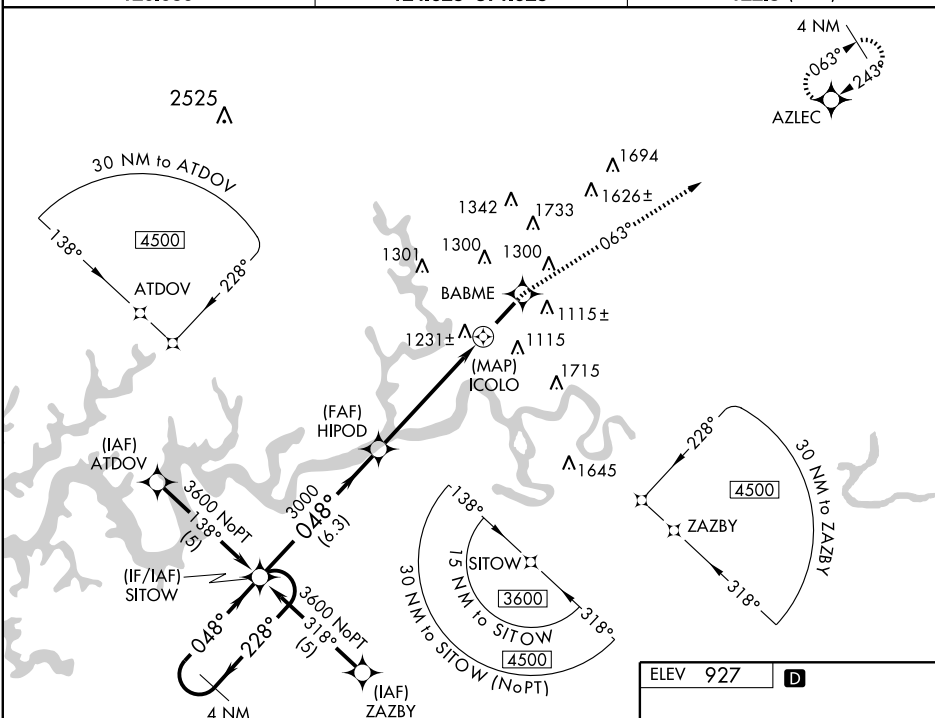
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet; increase LNAV Cat. C/D, and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3
120.050

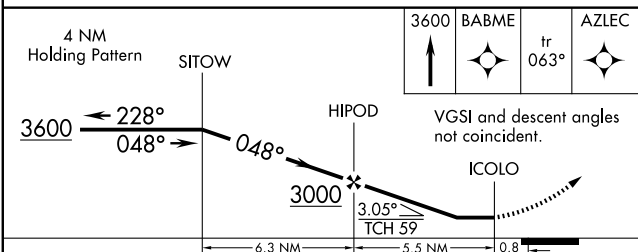
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)



ELEV 927

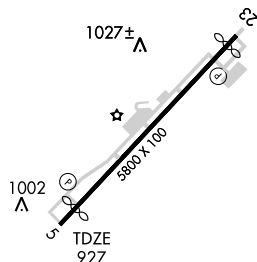
D



3600 BABME tr 063° AZLEC

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1500-1 573 (600-1)	1500-1½ 573 (600-1½)	1500-1¾ 573 (600-1¾)	1500-1¾ 573 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)



MIRL Rwy 5-23
REIL Rwy 5 and 23

WAAS CH 97510 W05A	APP CRS 048°	Rwy Idg 5287 TDZE 927 Apt Elev 927
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RNAV (GPS) Z RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

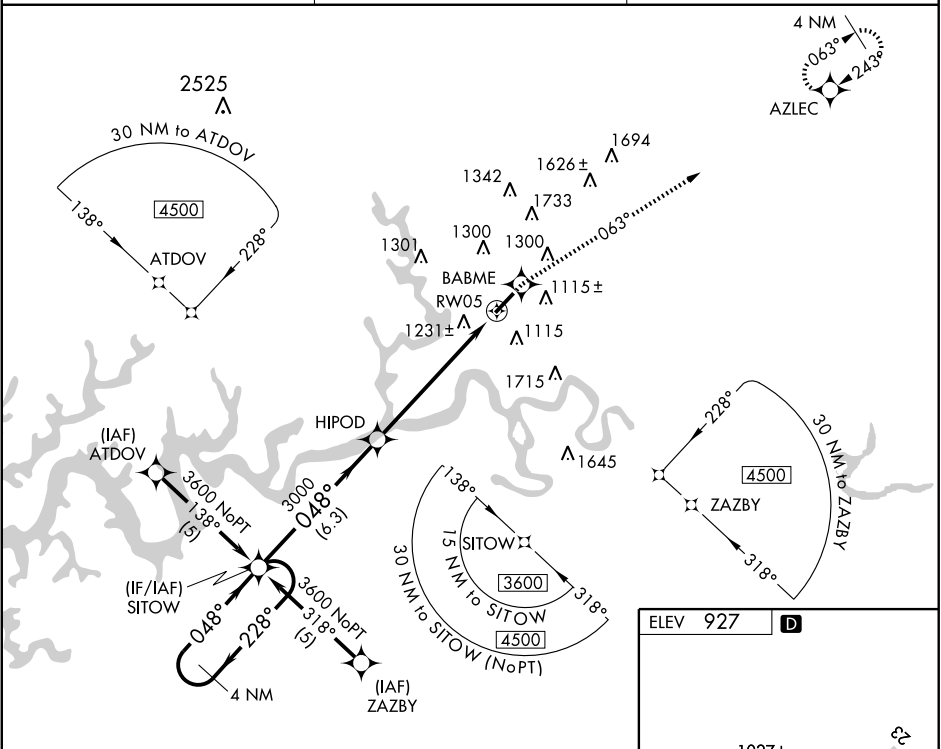
Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter not received, use Monticello altimeter setting
and increase all DA 44 and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct BABME and on track 063° to AZLEC and hold.

AWOS-3
120,050

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)



4 NM
Holding Pattern

SITOW

HIPOD

ABME	tr 063°	AZLEC
------	------------	-------

VGSI and RNAV glidepath not coincident.

$$\frac{3600}{048^\circ} \leftarrow 228^\circ$$

480

RW05
1

GS 3.00
TCH 59

A horizontal line representing a DNA molecule, divided into two equal segments by a vertical line. Below the left segment is a double-headed arrow labeled "6.3 NM". Below the right segment is a double-headed arrow labeled "6.3 NM".

CATEGORY

A

B

C

LPV DA

1460-2 533 (600-2)

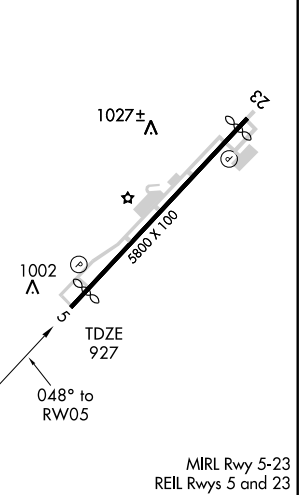
LNAV/

100

1.504.2 453.1300.21

ELEV 927

D



SOMERSET, KENTUCKY
Amdt 1A 29JUL10

SOMERSET / LAKE CUMBERLAND RGNL (SME)

37°03'N-84°37'W

RNAV (GPS) Z RWY 5

SE-1. 21 OCT 2010 to 18 NOV 2010

SOMERSET

LAKE CUMBERLAND RGNL (SME) 3 S UTC-5(-4DT) N37°03.22' W84°36.94'

CINCINNATI

927 B FUEL 100LL, JET A Class II, ARFF Index A NOTAM FILE SME

H-9A, L-26F

RWY 05-23: H5800X100 (ASPH) S-40, D-70, 2D-125 MIRL

IAP

RWY 05: REIL. PAPI(P4R)—GA 3.0° TCH 44'. Thld dsplcd 513'.
Ground.RWY 23: REIL. PAPI(P4L)—GA 4.0° TCH 41'. Thld dsplcd 300'.
Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5800 TODA-5800 ASDA-5800 LDA-5287

RWY 23: TORA-5800 TODA-5800 ASDA-5800 LDA-5500

AIRPORT REMARKS: Attended 1200Z±-dusk. Index A ARFF equip avbl only during scheduled air carrier ops. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 606-678-4554.

WEATHER DATA SOURCES: AWOS-3 120.050 (606) 679-5710.

COMMUNICATIONS: CTAF/UNICOM 122.8

SOMERSET RCO 122.55 (LOUISVILLE RADIO)

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

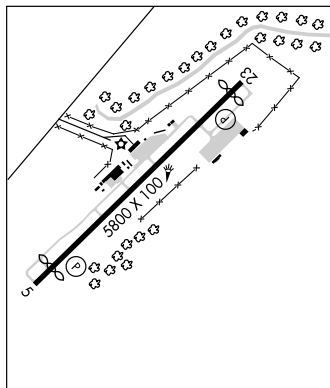
LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99'

W84°06.60' 276° 24.3 NM to fld. 1245/03W. HIWAS.

CUMBERLAND RIVER NDB (MHW) 388 CDX N36°59.77'

W84°40.88' 048° 4.7 NM to fld. NOTAM FILE LOU. NDB unmonitored.

ILS/DME 109.3 I-SME Chan 30 Rwy 05. GS unusable byd 3° left of centerline and byd 8° right of centerline. Autopilot coupled opch blo 1,620 ft not authorized.



SPRINGFIELD N37°38.08' W85°14.19' NOTAM FILE LOU.

ST LOUIS

NDB (MHW) 429 IKY at Lebanon-Springfield.

L-26F

SPRINGFIELD

LEBANON-SPRINGFIELD (612) 3 S UTC-5(-4DT) N37°38.01' W85°14.51'

ST LOUIS

866 B FUEL 100LL, JET A NOTAM FILE LOU

H-5E, 10F, L-26F

RWY 11-29: H5000X75 (ASPH) S-10 MIRL 0.8% up E

IAP

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld dsplcd 125'.
Trees.RWY 29: REIL. PAPI(P4L)—GA 3.3° TCH 27'. Thld dsplcd 200'.
Trees.

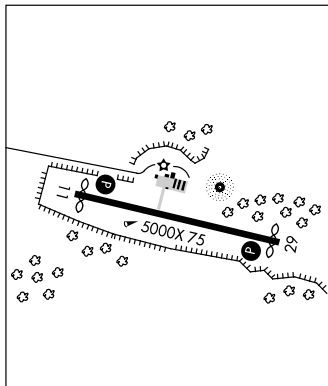
AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z±, Sun 1800-2200Z±. Ultralight activity invof arpt. ACTIVATE MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29 and PAPI Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.725 (866) 754-5623.

COMMUNICATIONS: CTAF/UNICOM 122.8

R INDIANAPOLIS CENTER APP/DEP CON 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

NEW HOPE (L) VOR/DME 110.8 EWO Chan 45 N37°37.91'
W85°40.55' 089° 20.7 NM to fld. 960/01E.SPRINGFIELD NDB (MHW) 429 IKY N37°38.08' W85°14.19'
at fld.

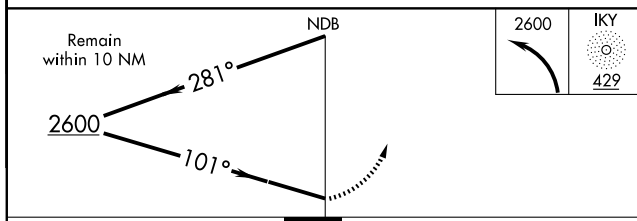
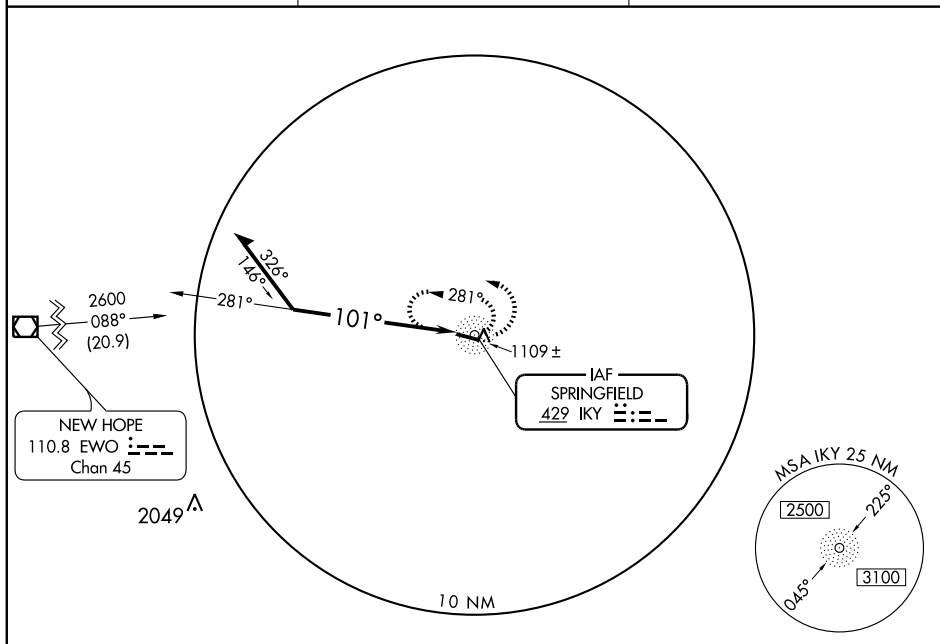
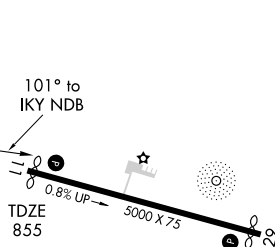
NDB IKY 429	APP CRS 101°	Rwy Idg TDZE Apt Elev	4875 855 865
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NDB RWY 11

SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

▽ Obtain local altimeter on CTAF, when not received
▲ NA use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 in IKY NDB holding pattern.

AWOS-3
119.725INDIANAPOLIS CENTER
124.625 371.925UNICOM
122.8 (CTAF) 0ELEV **865**

CATEGORY	A	B	C	D
S-11	1600-1 745 (800-1)	1600-1¼ 745 (800-1¼)	1600-2¼ 745 (800-2¼)	1600-2½ 745 (800-2½)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2¼ 735 (800-2¼)	1600-2½ 735 (800-2½)

LOUISVILLE INTL ALTIMETER SETTING MINIMUMS

S-11	1780-1¼ 925 (1000-1¼)	1780-2¾ 925 (1000-2¾)	1780-3 925 (1000-3)
CIRCLING	1780-1¼ 915 (1000-1¼)	1780-2¾ 915 (1000-2¾)	1780-3 915 (1000-3)

MIRL Rwy 11-29 **0**
REIL Rwy 11 and 29 **0**

VOR/DME EWO 110.8 Chan 45	APP CRS 088°	Rwy Idg 4875 TDZE 855 Apt Elev 865
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VOR/DME or GPS RWY 11
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

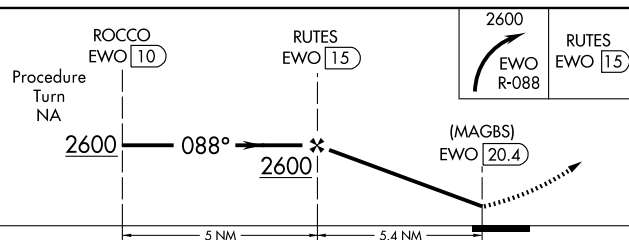
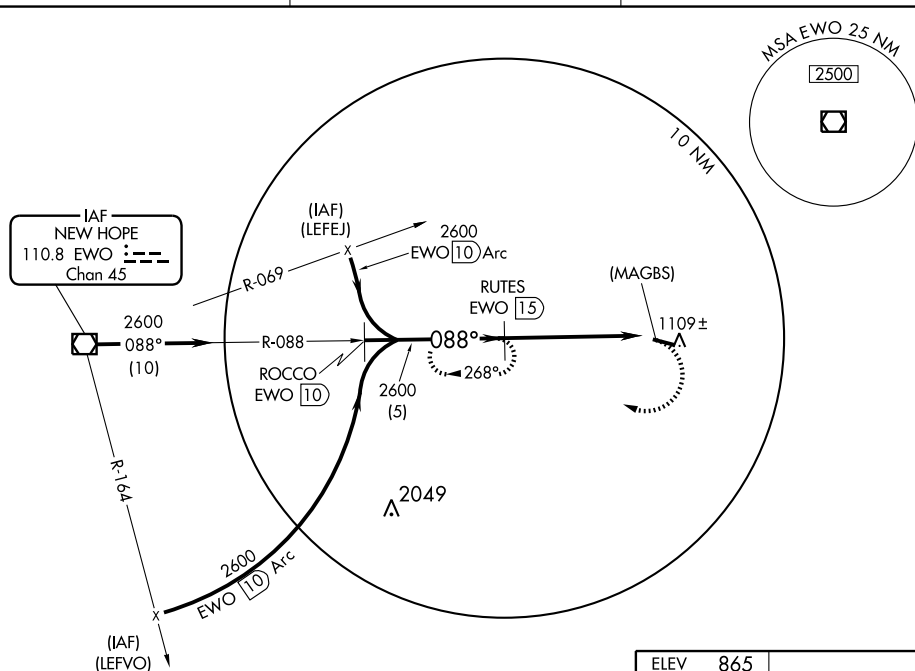
T Obtain local altimeter on CTAF, when not received
A NA use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via EWO R-088 to RUTES 15 DME and hold.

AWOS-3
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-11	1260-1 405 (400-1)	1260-1¼ 405 (400-1¼)	1260-1½ 405 (400-1½)	1260-1¾ 405 (400-1¾)
CIRCLING	1420-1 555 (600-1)	1420-1¼ 555 (600-1¼)	1420-1½ 555 (600-1½)	1420-2 555 (600-2)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1440-1 585 (600-1)	1440-1¼ 585 (600-1¼)	1440-1½ 585 (600-1½)	1440-1¾ 585 (600-1¾)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2 735 (800-2)	1600-2¼ 735 (800-2¼)

ELEV 865

TDZE
855

51

/

0.

U.

MIRL

REIL

SPRINGFIELD, KENTUCKY

Amdt 3 09183

SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

37°38'N-85°15'W

VOR/DME or GPS RWY 11

SE-1. 21 OCT 2010 to 18 NOV 2010

STANTON (I50) 1 E UTC-5(-4DT) N37°51.00' W83°50.75'

651 FUEL 100LL NOTAM FILE LOU

RWY 06-24: H3000X70 (ASPH) S-8 MIRL

RWY 06: REIL. Thld dspcd 220'. Trees.

RWY 24: REIL. Road.

AIRPORT REMARKS: Attended continuously. Glider and ultralight activity on weekends. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and Rwy 24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

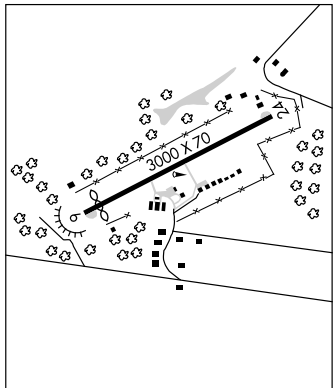
RADIO AIDS TO NAVIGATION: NOTAM FILE LEX.

LEXINGTON (L) VORTAC 112.6 HYK Chan 73 N37°57.98'

W84°28.35' 103° 30.6 NM to fld. 1039/00E.

CINCINNATI

L-26G



STUART POWELL FLD (See DANVILLE)

STURGIS MUNI (TWT) 2 E UTC-6(-5DT) N37°32.51' W87°57.26'

372 B FUEL 100LL, JET A1+ NOTAM FILE LOU

RWY 18-36: H5000X150 (ASPH) S-30, D-50 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.5° TCH 30'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z†. For fuel after 2200Z† call 270-836-6036. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (270) 333-2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

EVANSVILLE APP/DEP CON 126.4 (1200-0500Z†)

MEMPHIS CENTER APP/DEP CON 133.65 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

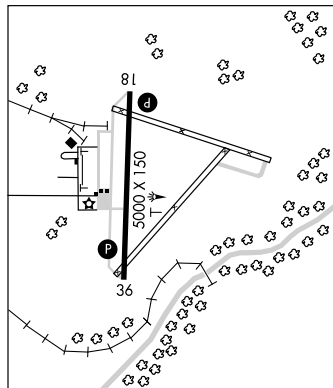
POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 199° 24.9 NM to fld. 384/03E. HIWAS.

ST LOUIS

H-5E, L-161

IAP



TAYLOR CO (See CAMPBELLSVILLE)

APP CRS
183°

Rwy Idg **5000**
TDZE **372**
Apt Elev **372**

RNAV (GPS) RWY 18

STURGIS MUNI (TWT)

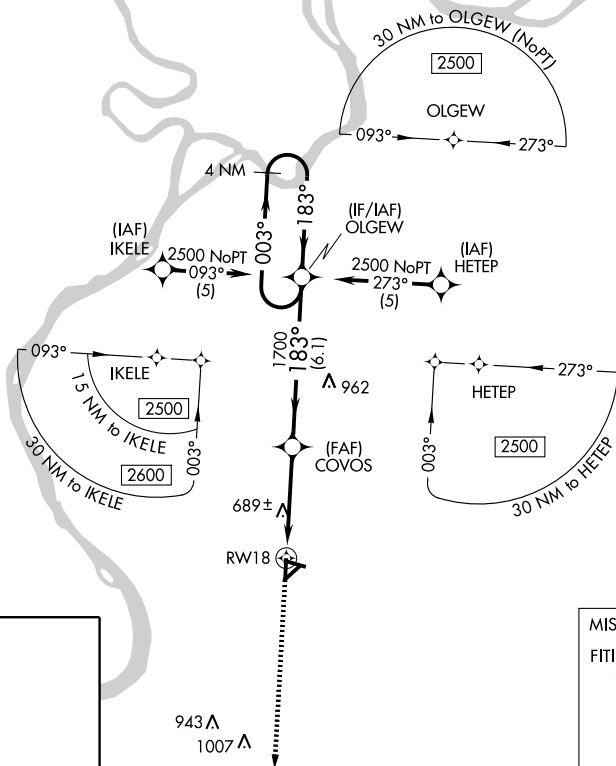
▽ DME/DME RNP-0.3 NA. VDP NA when using Henderson altimeter setting.
△ NA When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet and increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500
direct FITIP and hold.

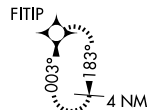
AWOS-3
118.775

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8(CTAF) 0

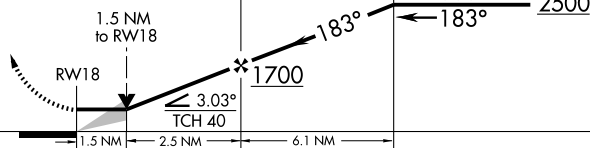


MISSED APCH FIX



VGSI and descent angles not coincident.

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	940-1	568 (600-1)	940-1½ 568 (600-1½)	940-1¾ 568 (600-1¾)
CIRCLING	940-1 568 (600-1)	960-1 588 (600-1)	1000-1¾ 628 (700-1¾)	1000-2 628 (700-2)

WAAS CH 49217 W36A	APP CRS 003°	Rwy Idg TDZE Apt Elev	5000 372 372
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RNAV (GPS) RWY 36

STURGIS MUNI (TWT)

NA Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cats C and D visibility $\frac{1}{4}$ mile.

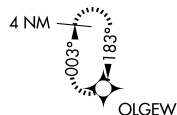
MISSED APPROACH: Climb to 2500 direct OLGW and hold.

AWOS-3
118.775

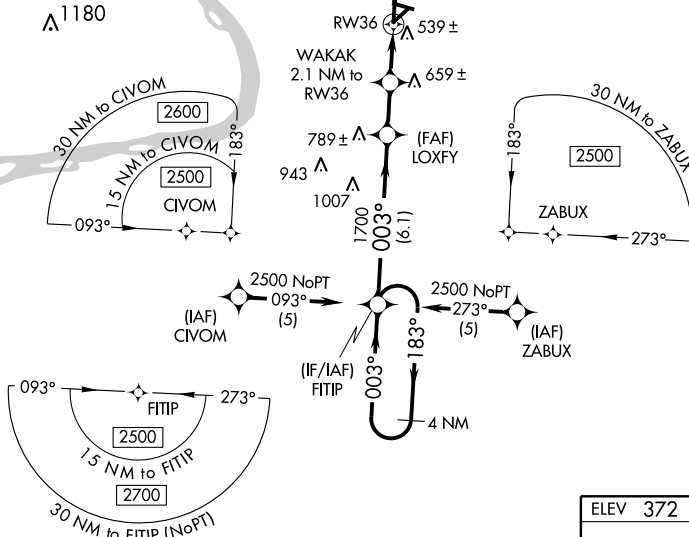
EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8(CTAF) 0

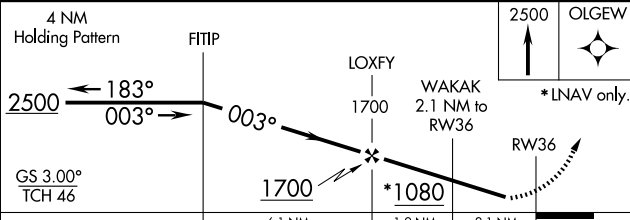
MISSED APCH FIX



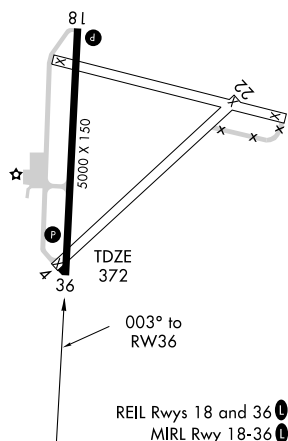
1180



ELEV **372**



CATEGORY	A	B	C	D
LPV DA	657-1 285 (300-1)			
LNAV/VNAV DA	900-1 $\frac{3}{4}$ 528 (600-1 $\frac{3}{4}$)			
LNAV MDA	900-1	528 (600-1)	900-1 $\frac{1}{2}$ 528 (600-1 $\frac{1}{2}$)	900-1 $\frac{3}{4}$ 528 (600-1 $\frac{3}{4}$)
CIRCLING	900-1 528 (600-1)	960-1 588 (600-1)	1000-1 $\frac{3}{4}$ 628 (700-1 $\frac{3}{4}$)	1000-2 628 (700-2)



REIL Rwy 18 and 36
MIRL Rwy 18-36

TOMPKINSVILLE—MONROE CO (TZV) 2 NE UTC-6(-5DT) N36°43.74' W85°39.14'

ST LOUIS

1036 S2 B FUEL 100LL NOTAM FILE LOU

L-25A

RWY 04-22: H4000X75(ASPH) S-12 MIRL

IAP

RWY 04: REIL. VASI(V2L)—GA 3.0°TCH 35'. Trees.

RWY 22: REIL. VASI(V2L)—GA 3.0°TCH 42'. Tree.

AIRPORT REMARKS: Unattended. Rwy 04 and 22 REIL OTS indef.

ACTIVATE MIRL Rwy 04-22; REIL and VASI Rwy 04 and

Rwy 22—CTAF.

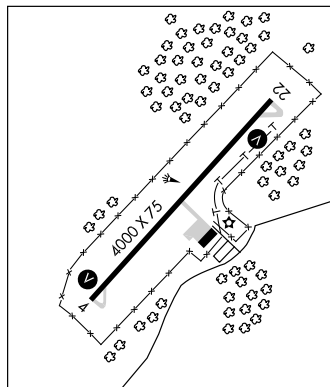
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 292° 25 NM to fld. 1020/02W.



TRADEWATER (See DAWSON SPRINGS)

TUCKER—GUTHRIE MEML (See HARLAN)

WAYNE CO (See MONTICELLO)

WENDELL H FORD (See HAZARD)

WEST LIBERTY (9I3) 1 S UTC-5(-4DT) N37°54.87' W83°15.13'

CINCINNATI

934 NOTAM FILE LOU

RWY 07-25: H2400X60 (ASPH) S-9

RWY 07: Trees.

RWY 25: Trees.

AIRPORT REMARKS: Unattended. Call 606-434-4065 for arpt conditions. CAUTION—tkf/lbg—turbulence from surrounding wooded hills.

COMMUNICATIONS: CTAF 122.9

WILLIAMSBURG—WHITLEY CO (W38) 4 NNW UTC-5(-4DT) N36°47.70' W84°11.97'

CINCINNATI

1178 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-9A, L-25B

RWY 02-20: H5500X100(ASPH) S-30, D-45 MIRL 0.4% up N

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.17° TCH 35'. Trees.

RWY 20: REIL. PAPI(P4L)—GA 3.17° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (606) 549-1585.

COMMUNICATIONS: CTAF/UNICOM 122.7

® INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 200° 14.9 NM to fld. 1245/03W.

HIWAS.

YORK N38°38.65' W82°58.70' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 112.8 YRK Chan 75 118° 12.7 NM to Ashland Rgnl. 1040/05W.

L-26G

RCO 122.1R 112.8T (LOUISVILLE RADIO)

APP CRS **029°**
 Rwy Idg **4000**
 TDZE **1033**
 Apt Elev **1036**

RNAV (GPS) RWY 4

TOMPKINSVILLE-MONROE COUNTY (TZV)

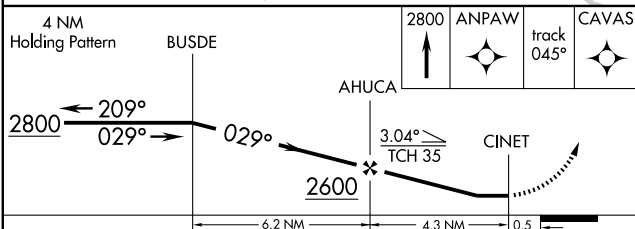
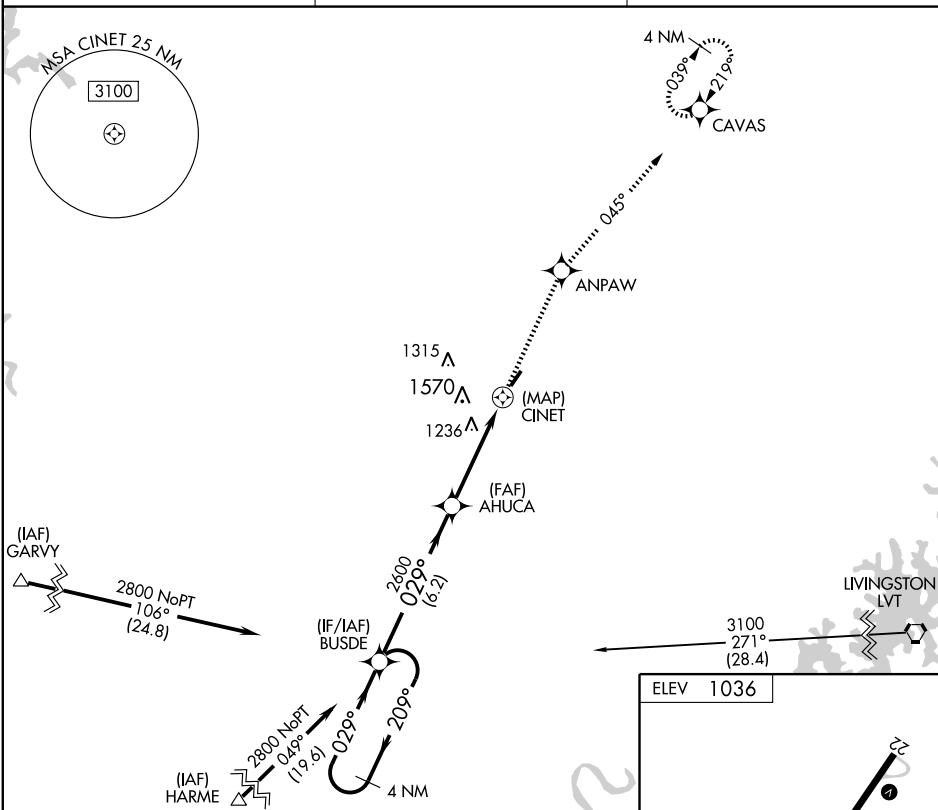
▼ DME/DME RNP-0.3 NA.
 ▲ NA Visibility reduction by helicopters NA.
 Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct ANPAW and via track 045° to CAVAS and hold.

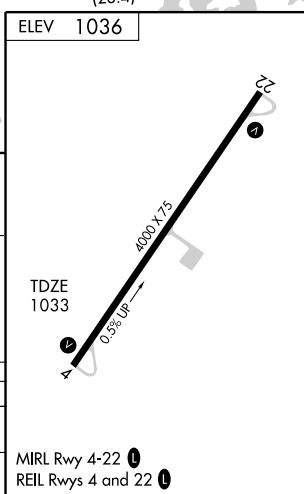
LIVINGSTON AWOS-3
126.175

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1660-1	627 (700-1)	1660-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1680-1	644 (700-1)	1680-1 $\frac{3}{4}$ 644 (700-1 $\frac{3}{4}$)	NA



WAAS CH 56314 W22A	APP CRS 218°	Rwy Idg TDZE 1036 Apt Elev 1036
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RNAV (GPS) RWY 22

TOMPKINSVILLE-MONROE COUNTY (TZV)

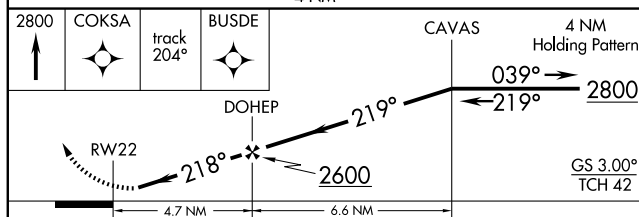
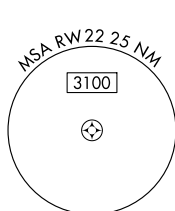
▽ DME/DME RNP-0.3 NA.
△ NA Visibility reduction by helicopters NA.
 Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct COKSA and via track 204° to BUSDE and hold.

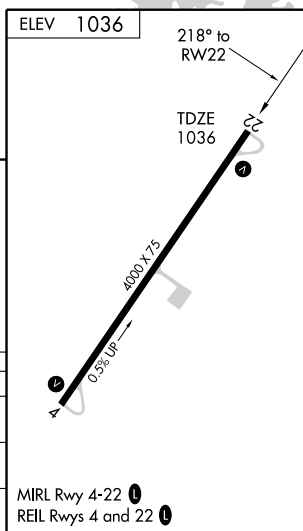
LIVINGSTON AWOS-3
126.175

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1391-1¼	355 (400-1¼)		NA
LNAV MDA	1680-1 644 (700-1)	1680-1¾ 644 (700-1¾)		NA
CIRCLING	1680-1 644 (700-1)	1680-1¾ 644 (700-1¾)		NA



TOMPKINSVILLE—MONROE CO (TZV) 2 NE UTC-6(-5DT) N36°43.74' W85°39.14'

ST LOUIS

1036 S2 B FUEL 100LL NOTAM FILE LOU

L-25A

RWY 04-22: H4000X75(ASPH) S-12 MIRL

IAP

RWY 04: REIL. VASI(V2L)—GA 3.0°TCH 35'. Trees.

RWY 22: REIL. VASI(V2L)—GA 3.0°TCH 42'. Tree.

AIRPORT REMARKS: Unattended. Rwy 04 and 22 REIL OTS indef.

ACTIVATE MIRL Rwy 04-22; REIL and VASI Rwy 04 and

Rwy 22—CTAF.

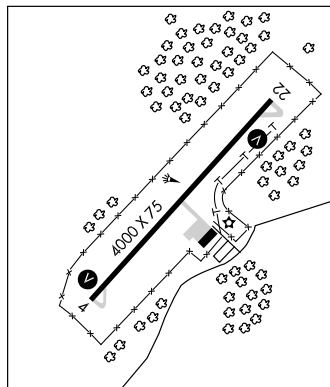
COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 132.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BNA.

LIVINGSTON (L) VORTAC 108.4 LVT Chan 21 N36°35.07'

W85°10.00' 292° 25 NM to fld. 1020/02W.



TRADEWATER (See DAWSON SPRINGS)

TUCKER—GUTHRIE MEML (See HARLAN)

WAYNE CO (See MONTICELLO)

WENDELL H FORD (See HAZARD)

WEST LIBERTY (9I3) 1 S UTC-5(-4DT) N37°54.87' W83°15.13'

CINCINNATI

934 NOTAM FILE LOU

RWY 07-25: H2400X60 (ASPH) S-9

RWY 07: Trees.

RWY 25: Trees.

AIRPORT REMARKS: Unattended. Call 606-434-4065 for arpt conditions. CAUTION—tkf/lbg—turbulence from surrounding wooded hills.

COMMUNICATIONS: CTAF 122.9

WILLIAMSBURG—WHITLEY CO (W38) 4 NNW UTC-5(-4DT) N36°47.70' W84°11.97'

CINCINNATI

1178 B FUEL 100LL, JET A+ NOTAM FILE LOU

H-9A, L-25B

RWY 02-20: H5500X100(ASPH) S-30, D-45 MIRL 0.4% up N

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.17° TCH 35'. Trees.

RWY 20: REIL. PAPI(P4L)—GA 3.17° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z. ACTIVATE MIRL Rwy 02-20, REIL Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.575 (606) 549-1585.

COMMUNICATIONS: CTAF/UNICOM 122.7

® INDIANAPOLIS CENTER APP/DEP 124.625

RADIO AIDS TO NAVIGATION: NOTAM FILE LOZ.

LONDON (L) VORTAC 116.1 LOZ Chan 108 N37°01.99' W84°06.60' 200° 14.9 NM to fld. 1245/03W.

HIWAS.

YORK N38°38.65' W82°58.70' NOTAM FILE LOU.

CINCINNATI

(L) VORTAC 112.8 YRK Chan 75 118° 12.7 NM to Ashland Rgnl. 1040/05W.

L-26G

RCO 122.1R 112.8T (LOUISVILLE RADIO)

WAAS CH 53312 W02A	APP CRS 023°	Rwy Idg 5500 TDZE 1168 Apt Elev 1178
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RNAV (GPS) RWY 2

WILLIAMSBURG-WHITLEY COUNTY (W38)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase DA 48 feet and MDA 60 feet.
▲ Circling to Rwy 20 NA at night.

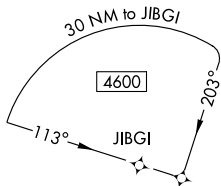
MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3
119.575

INDIANAPOLIS CENTER
124.625 371.925

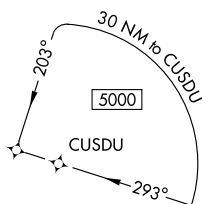
UNICOM
122.7 (CTAF) 0

MISSED APCH FIX

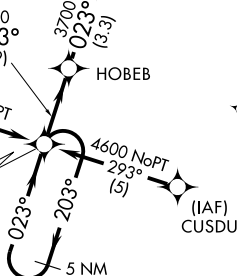
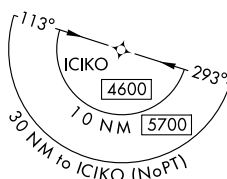


KICEK
5 NM to RW02
(FAF) GUCGE
A 2119±
A 2341±

A 1756



2845.



ELEV 1178

5 NM
Holding Pattern

4600

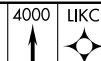
ICIKO

HOBEB

GUCGE

KICEK

5 NM to RW02



* LNAV only.

GS 3.00°
TCH 35

023°

4100

3700

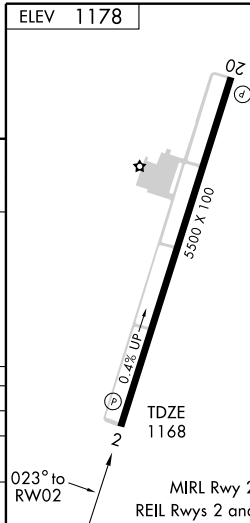
*2800

*3.5 NM to RW02

RW02

2.9 NM 3.3 NM 2.7 NM 1.5 3.5 NM

CATEGORY	A	B	C	D
LPV DA	1418-1 250 (300-1)			
LNAV MDA	2380-1¼ 1212 (1300-1¼)	2380-1½ 1212 (1300-1½)	2380-3	1212 (1300-3)
CIRCLING	2380-1¼ 1202 (1300-1¼)	2380-1½ 1202 (1300-1½)	2380-3	1202 (1300-3)



MIRL Rwy 2-20 0
REIL Rwy 2 and 20 0

VORTAC LOZ 116.1 Chan 108	APP CRS 200°	Rwy Idg 5500 TDZE 1178 Apt Elev 1178
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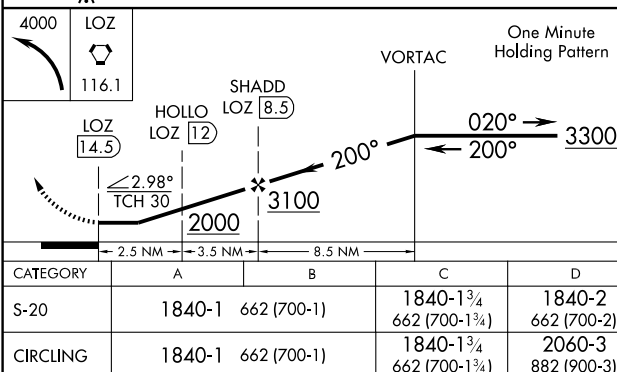
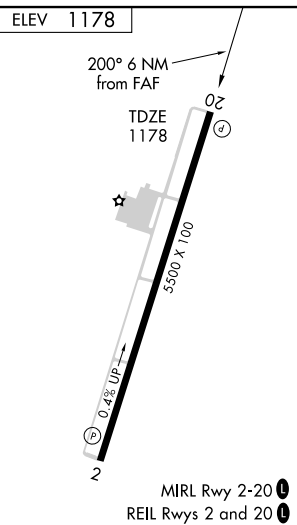
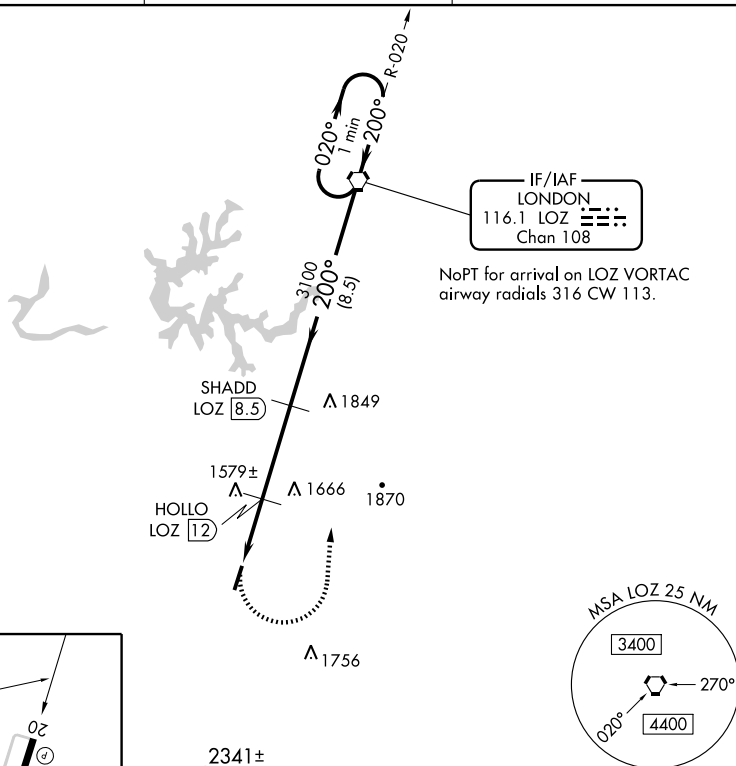
VOR/DME RWY 20
WILLIAMSBURG-WHITLEY COUNTY (W38)

T When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all MDA 60 feet and increase S-20 Cats. C and D and Circling Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climbing left turn to 4000
direct LOZ VORTAC and hold.

AWOS-3
119.575

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.7 (CTAF) 

WILLIAMSBURG, KENTUCKY
Orig 09183

WILLIAMSBURG-WHITLEY COUNTY (W38)

36°48'N - 84°12'W

VOR/DME RWY 20

SE-1, 21 OCT 2010 to 18 NOV 2010

SE-1. 21 OCT 2010 to 18 NOV 2010